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A History *of the City of Euclid*

JOHN WILLIAMS

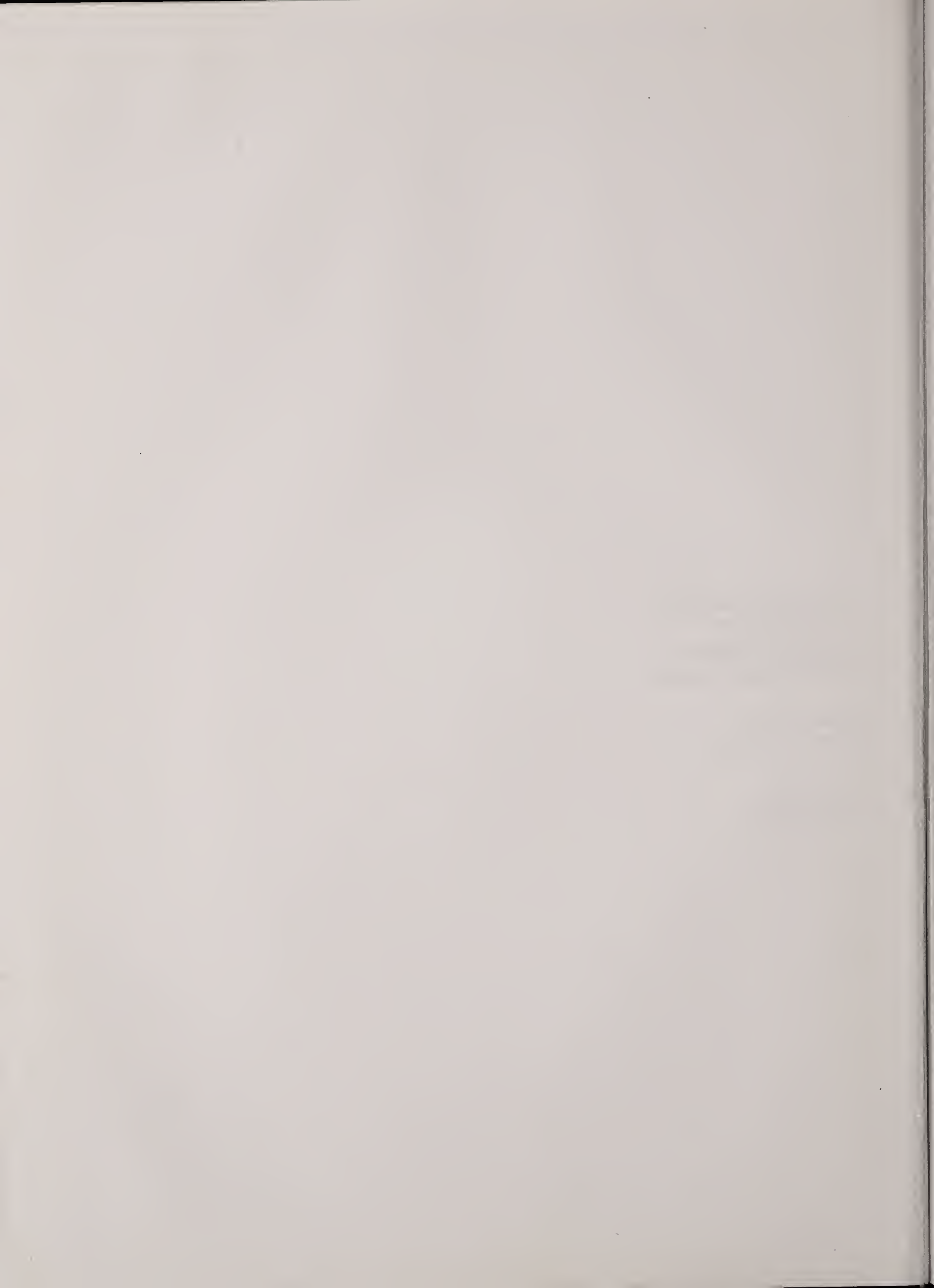


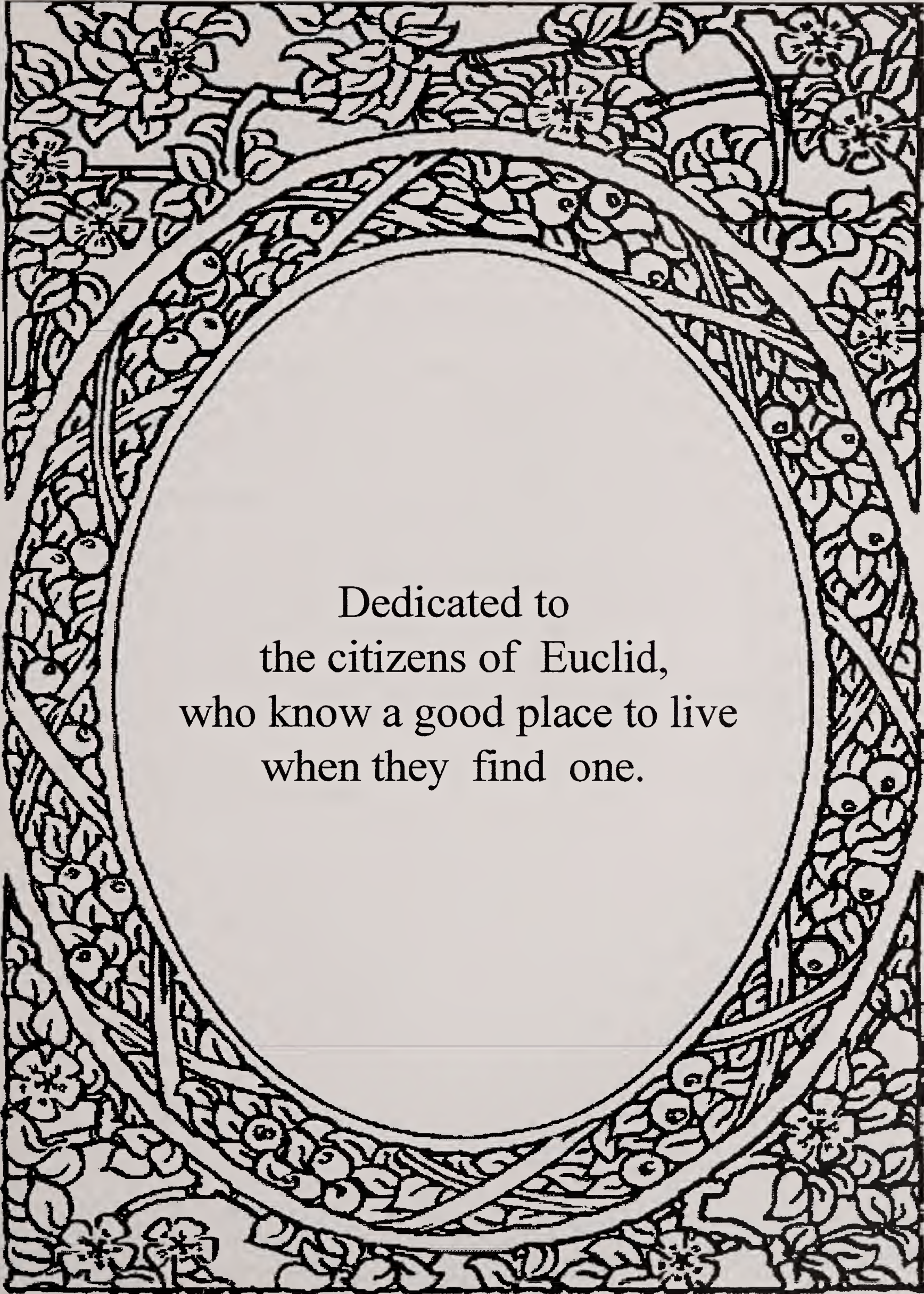
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Written and Compiled by
John Williams
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Dedicated to
the citizens of Euclid,
who know a good place to live
when they find one.



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HISTORY



A HISTORY OF THE CITY OF EUCLID

The history of the City and Township of Euclid should begin with a few notes on the geology and geography of the area, some information on the Indians, the first white men to enter the area and as much diverse information as is possible to collect. The geology and geography of an area often will determine how future civilizations will grow and prosper. Here in Northern Ohio, both our geology and geography were determined by the withdrawal of glaciers during the last ice age, some 10 to 12,000 years ago. When the ice and glaciers slowly moved north, they carved out creeks and rivers, hills and valleys and numerous lakes and ponds, including part of Lake Erie. The earth which was left in the Euclid area is mostly clay, but beneath this are large deposits of sedimentary rocks, like shale and sandstone. (Which later became major industries).

The heavy rock substructure lying along the south shore of Lake Erie, also prevented water from rapidly draining away and this caused swamps and bogs throughout the area. The American Indian would come into this area because there was a fair size salt deposit at Lake Erie and Lloyd Road, process whatever salt he needed and then leave. The Indians realized that swamps breed mosquitos, and mosquitos carry diseases which the Indians tried to stay away from, thus he stayed out of this immediate area as a permanent home.

For hundreds of years prior to the arrival of pioneers from the east, (early 1800s) the streams and rivers along the lake shore abounded with fish. The vast forests teemed with all manners of wild animals. Both the Indians and French-Canadian trappers wandered through this area looking for food and skins and were here often enough to create paths near the lake (Lake Shore Boulevard) and just below the base of the Portage escarpment, A.K.A. the Allegheny Plateau, (Euclid Avenue).

It is not definitely known who the first white man was to enter this area, but there is some proof that it was the French explorer, Champlain. About 1615-1616 he made two excursions into the west and a trip around the lakes as far as Lake Huron. From his own observations and speaking to the local Indians, he was able to draw up a map of the area, albeit not the most accurate. However, the value of his map lies in the names of the Indian tribes and nations then living in the area around the lakes, some of the rivers and a few geographical sites.

Following Champlain some years later, the Jesuit missionaries came into the area and during their stay with the Indians began to write down some of their history and lore. It is through these papers that we know of the story of the Indian wars where the Neutral or 'CAT' nation, the Eries, so named because they were people of the Panther, were defeated by the rising power of the Iroquois Confederacy. The Erie Nation was almost completely decimated by the Iroquois, the survivors being absorbed into the confederacy. The only remainder we have of the Erie nation is the Great Lake named for them. Soon after the destruction of the Erie Nation in 1656, Louis Joliet discovered the lake, but there has always been the slightest doubt as to whether Joliet named the lake or Champlain. Because of the information left by Champlain and Joliet, we have some idea of who was in the area, or not in the area, of northern Ohio during the seventeenth and eighteenth centuries. Even though the British were not wholly interested in the area at the time, (not until the 1750s), the information would prove useful in later years.

It is important to know who laid claim to Northern Ohio and other parts of the Northwest Territory, besides the Indian, and how this came about. Because of the desire of the English kings to have colonies abroad, especially ones who could furnish raw materials and buy finished goods from England, the Kings granted numerous charters to much of the land in the Americas. Few, if any of these kings knew the vast extent of this land, and so, when they granted the charter, it usually encompassed the entire length of America, that is, from sea to sea.

Virginia's charter, granted in 1609, serves as an example of the various charters granted by the English kings to their colonies in America. It granted all the lands "200 miles north and south of Old Point Comfort (now near Virginia Beach, Virginia) and extending west and northwest to the Pacific Ocean." This would have included a fairly large area in Ohio and in the Northwest Territory. Yet, a few years later, in 1624, the charter was annulled by the king and therefore Virginia had no legal claim to the Northwest Territory, although she denied the annulment was ever made.

When John Winthrop and his group landed in this country in 1620, they too had a charter which read "from sea to sea." Winthrop and his Puritan followers settled under a charter assigned to the "Massachusetts Bay Company." This charter they believed was and would be paramount to all others. But the Puritans, under Winthrop, were extremely strict in their religious observances and newcomers to Winthrop's settlement simply could not make all the needed adjustments to his form of religion. Settlers under Roger Williams abandoned the Massachusetts Bay colony in 1633, settling in what would become Rhode Island. In 1636 the first permanent settlement was made in Connecticut by the Reverend Thomas Hooker and more and more people began to settle in that region. In 1662, the governor of the Connecticut colony, John Winthrop, The Younger, the son of John Winthrop of the Massachusetts Bay Colony, was able to obtain from King Charles II, a charter which established Connecticut as an independent colony. That charter proclaimed the boundaries as the Atlantic Ocean in the south (41 degrees North latitude) to the southern border of Massachusetts, (42 degrees, two minutes North latitude) and extending from sea to sea, or from the Atlantic to the Pacific Ocean. There is a tradition that when John Andros became governor of New England, he demanded Connecticut's Charter, but in a moment of confusion at the Council chambers, the Charter disappeared. The centuries old belief was that it was hidden in the hollow of an old oak tree (known as the Charter Oak) and remained there until Andros was no longer governor. Connecticut was thus able to hold on to her Charter and remained a separate colony until 1776.

All these charters granted the British land from sea to sea, but the French, who were in Canada and in many areas west of the Alleghenies, paid no attention to these pieces of paper and began to build forts where they thought they would be most needed. England and her colonists in America now had to make a decision. Was the area to the west of the mountains going to be English or French? To settle this dispute, an age-old method of settling problems was instigated, England went to war with the French. This war, fought

between 1756 and 1763, came to be called the French and Indian War (also known as the Seven Years War in Europe, and fought in India as well). The frontier of the English colonies was the western border of Pennsylvania, but the French had already built Fort Duquesne, (Pittsburgh) inside Pennsylvania's line. If the English were to expand beyond that point, and many believed we should, (including George Washington), the French had to be driven out. France lost the war, forcing her to give up Canada and her Midwest holdings. But in an attempt to recover from the economic burden of the war, Britain began to tighten her grip on all of her colonies in North America.

As a result of this tightening, another problem arose which kept the English from settling the west, or at least sending people in to find out what was there, and that was the American Revolution. In June of 1776, even before we declared our independence, the Second Continental Congress appointed John Dickinson to oversee the creation of what became known as the Articles of Confederation. The Articles called for a strong central government. However, the former colonies, now referred to as states, revised Dickinson's plan to give more power to the states. They feared, as originally conceived, that a strong central government would be too much like England

As each state ratified the Articles of Confederation, decisions had to be made concerning the land west of the Alleghenies which many states still held according to their original charter. States without land claims in the west were jealous of those that did and demanded all land claims be given to the newly formed government. The state of New York made the first gesture and relinquished her claim in 1780. Connecticut and Virginia promised they would do the same, with some reservations, and this was acceptable to most of the states now entering the Confederation. Virginia reserved land between the Scioto and Little Miami rivers, north of the Ohio River to settle her promise to the men who needed land after fighting in the Revolution. Massachusetts and Pennsylvania finally gave up their claims and the problem was nearly solved.

Connecticut asked that she be allowed to keep part of the land west of Pennsylvania as a reserve, since she was such a small state and claimed that her citizens had suffered most grievously from the effects of the Revolution, especially in the number of farms that had been destroyed or burned out. She needed some place to resettle these farmers and to meet promises made about land in the west. The other states accepted this proposal. The land that Connecticut asked to have set aside would be 120 miles long, from the western Pennsylvania border, and would lie between 41 degrees north latitude and 42 degrees, two minutes north latitude, the exact same degree that was in her original charter of 1662. On the map on the next page, each square is five miles and that part of the Reserve going west for 95 miles was to be bought by the Connecticut Land Company for resale. The western most 25 Miles, which is entitled "Fire Lands," was for those citizens of Connecticut who had lost their property to the English during the Revolution.

Once the claims had been resolved, the Confederation now wanted to know how it was going to be governed. On July 11, 1787, the Northwest Ordinance was adopted. This Ordinance was the first fundamental act passed for the governing of a territory in the continental United States. The Ordinance provided for the organization of the area north of



Range numbers in Roman thus VI
 Township numbers in Arabic thus 6
 District boundaries thus ---
 Present County boundaries ---
 Present County Seats -⊙-

THE CONNECTICUT WESTERN RESERVE
 SUBDIVIDED INTO 6 MILE TOWNSHIPS
 Subdivided into 5 mile Townships

the Ohio River, east of the Mississippi and west of the State of Pennsylvania. A governor, a secretary and three judges were appointed by Congress. The Ordinance also laid the groundwork for social and political democracy in the 'west.' As a territory's population increased in size to 500, it could form its own territorial government. When the population reached 60,000, it could then apply for statehood. The State of Ohio reached that number in 1803 and became a state on March 1, 1803. The Ordinance included provisions for the future making of states within the territory. This would include: Ohio, Indiana, Illinois, Michigan, Wisconsin and part of Minnesota. The territory would have religious freedom, fair treatment of the Indians, no slavery and everything would be done to encourage education. There would also be trial by a jury of one's peers. Once the Ordinance was in place, it opened the area to settlement and in 1788, members of the Ohio Company began to settle in and around Marietta and Cincinnati in southern Ohio.

After a few years, it was found that the Articles of Confederation simply did not work. A Constitutional Convention was called to fix the problems in the Articles, but every effort to do so failed. It was finally decided to draw up a new Constitution. The document that emerged called for a much stronger central government. This government was to be divided into three branches (executive, legislative and judicial and this would act as a means of checks and balances). Ratification by a minimum of nine states was required for the new government to go into effect.

Opposition to the new government was considerable at first. Many human rights considered essential by many states (such as freedom of religion, the press, and others) were not included in the new Constitution. Opposition died down when it was realized the new Constitution allowed for amendments to be made. All thirteen states ultimately ratified the Constitution, starting with Delaware and ending with Rhode Island in May, 1790. The required nine states were achieved in June, 1788 when New Hampshire ratified. The new government began on April 30, 1789 when George Washington was inaugurated President of the United States.

The new government now had to settle another problem, what to do with the Indians in the Northwest Territory. Government policy was that the Indian, who was already on the land, had what could be termed an inferior title to the land by 'right of occupancy.' They could move of their own free will, but they could not sell their land to anyone but the government or a government assignee. After the Revolution, the Iroquois Nation had extensive pressure put on it to cede some of their land to the government. In 1784, the Treaty signed at Fort Stanwix, (now Rome, New York) said the Iroquois would give up some of their land west of the western boundary of Pennsylvania and that included parts of the Western Reserve. To cover any ambiguity with the Indians, George Rogers Clark, brother of the famous explorer, William Clark, and conqueror of the old Northwest territory, made a treaty with the Wyandot, Delawares, Chippewas and Ottowas at Fort McIntosh in 1785, which stated: the land east of the mouth of the Cuyahoga River was to be US land and that to the west and south of the river would remain in Indian hands. It remained this way until a new treaty was signed in 1805 and settlers allowed west and south of the Cuyahoga River.

General "Mad" Anthony Wayne defeated a number of Indian nations in Northwest Ohio at the Battle of Fallen Timbers in 1794 and forced the Indians to sign the Treaty of

Greenville in 1795. This removed one of the last, strong Indian oppositions to the settlement of much of Ohio and once this was done allowed the state of Connecticut to move ahead with her plans to sell the land in the Reserve. (But only the first 60 miles until 1805, then the next 35 miles, up to the Fire Lands.)

A number of plans to sell the land in the Western Reserve were considered and quickly abandoned by the Connecticut legislature. A new idea finally won approval from most of the men. A commission was set up with one man from each of Connecticut's eight counties and they were empowered to sell the land in the Reserve for not less than thirty-three and a third cents per acre. All acreage to be sold before any other action was to be taken, the buyers to take all the risks and to be divided by shares, not acreage.

By September, 1795, all 3,000,000 acres had been sold to 48 men, at 40 cents per acre, total income to the state, \$1,200,000. The eight man committee now had 12,000 shares of stock printed up and assigned them to the men who had paid or pledged their money. Such shares and deed were deposited in Connecticut and in Trumbull County, Ohio. Why Trumbull County? If you look at the map on a following page you will see that Trumbull County encompassed all of the Connecticut Western Reserve and was named for the governor of Connecticut, Jonathan Trumbull, when the shares and deeds were made out in 1796. Cuyahoga County did not come into existence until 1810 and was a split off from Geauga County that had been split off from Trumbull County in 1805.

The forty-eight men who had purchased these shares, met on September 5, 1795 and formed an association called the CONNECTICUT LAND COMPANY. Seven men were named directors; Oliver Phelps, Henry Champion II, Moses Cleaveland, Samuel W. Johnson, Ephraim Kirby, Samuel Mather jr. and Roger Newberry.

When the Company was formed on September 5, 1795, it was necessary to write down certain 'Articles' for the organization of the company and the methods by which the land was to be settled.

Article 1. The purchasers were to be known as the Connecticut Land Company.

Article 2. The deeds were to be held in trust by the committee; John Caldwell, John Morgan, and Johnathon Brace, who had negotiated with the legislature, their heirs or survivors, forever.

3. Seven persons were to be appointed as a Board of Directors and the directors as the majority were to procure the extinguishment of the Indian title to that part of the Reserve not already extinguished and to survey the whole; to lay out the townships with each containing 16,000 acres; to decide in which township the first settlement was to be made and to survey that township into small lots; to sell or dispose of those lots to actual settlers only; to erect a saw-mill and grist-mill; to lay out and sell five other townships to actual settlers only; and to execute all the deeds at the company's expense. Any springs and salt springs were to be reserved, including 2,000 acres surrounding it, that may be found in any of the six townships that were to be on the market.

The extinguishment of the Indian title and the survey were to be accomplished within the next two years at which time each proprietor would receive his proportion, providing it was in agreement with the other members of the company.

OHIO BECOMES STATE (MARCH 1, 1803)

On February 19, 1803, Congress approved the constitution and admitted Ohio to the Union, the seventeenth in order of admission. Edward Tiffin was elected the first Governor of Ohio. The seat of government was at Chillicothe until 1810, in Zanesville till 1812, and again in Chillicothe till 1816, when Columbus was made the permanent capital.



Article 4. The surveyors were to keep a field book containing descriptions of the situation, soils, water, kinds of timber, natural resources of each township that they surveyed. These records were to be kept in the office of the clerk and were to be open to inspection of each proprietor.

Article 5. A Clerk was to be appointed and it was his duty to keep all books and accounts. The accounts of each proprietor were to be settled once a year.

Article 6. Certificates would be presented to each proprietor when the company received the deed for his share.

Article 7. The directors were to be paid a tax of \$10.00 per share for the performance and accomplishment of business.

Article 8. There were to be a total of 400 shares.

A. When one share was held, that share would have one vote in the company.

B. When more than one share was held, the first would count as one vote and each two succeeding would then count as one vote up to forty shares, each five shares would then count toward one vote. After the partitioning of the land, each share would then be equal to one vote.

General Moses Cleaveland, a lawyer of about forty years of age, was selected to go to the Western Reserve both as agent and to oversee the survey. He hired surveyors and other personnel to make the trip west. Boats were made or hired and a plan of the best route laid out. The party left Connecticut on May 4, 1796 and traveled by water to Buffalo. Their water route took them down the Connecticut River to Long Island Sound, and from there to New York City. From that point the party traveled up the Hudson River to Albany, and then across upstate New York on the Mohawk River to Fort Stanwix.

From Fort Stanwix, the party traveled along Oneida Lake and then had to use the Oneida Portage, carrying the equipment and boats overland to the Oswego River. The river took the party to Oswego on Lake Ontario. Once on Lake Ontario, the party could take the Niagara River to Buffalo (again carrying boats and equipment around Niagara Falls), From Buffalo the party could reach Conneaut via Lake Erie and begin the survey. The entire journey took sixty days.

At Buffalo, Cleaveland met with the chiefs of the Six Nations on June 21, 1796 and convinced them not to make any trouble for the white settlers coming into the Western Reserve, or at least that part that was about to be surveyed. He paid them \$1,250, two cattle, and 100 gallons of whiskey. The survey party arrived at Conneaut on the 4th of July.

NOTE: In 1965, the Early Settler's Association of Cleveland had markers placed at the four corners of the Western Reserve. The northeast corner marker is on Route 20 at the border of Ohio and Pennsylvania on the south side of the road. The northwest marker is at Catawba State Park, in the parking lot near the pavilion and surrounded by concrete. The southwest marker is on Route 224 near Willard, a few miles to the west of Section Line 30 Road and is at the northeast corner of the intersection. The southeast marker is near Poland and the Carbon Limestone Company bridge on Stymie Road (the Ohio-Pennsylvania line runs along the middle of Stymie Road).

After breaking camp at Conneaut, Cleaveland and those men not involved in the eastern border survey took to their boats and headed west toward the Cuyahoga River (Cuyahoga meant 'crooked' in the local Indian language). There was a short delay when they went up the wrong river and found it full of sand bars and logs. One legend has it that Cleaveland and his men named the river 'Chagrin' for all the problems and delays they experienced. On July 22, 1796, eighteen days after leaving Conneaut (a trip now done in about an hour and a half by car), Cleaveland finally reached the mouth of the Cuyahoga River. There the party built cabins and began to lay out a capital for the Western Reserve.

Cleaveland chose the mouth of the Cuyahoga River for at least two reasons. First, once settlement of lands west of the Cuyahoga became permissible after 1805, the river would more or less be centrally located along Lake Erie's shore. Second, the river allowed the survey party to penetrate deep into the Western Reserve's interior (at least twenty-five miles were navigable by small boat).

It is difficult to imagine the hardships the survey crews had to endure in order to run a straight line down the Pennsylvania border and then across (west) nearly sixty miles of wilderness to the south of the Cuyahoga River. Somewhere along the way the men sent word to Cleaveland asking for more compensation. Cleaveland, who did not have the authority to do so, promised the men an entire township just to the east of the capital, which would be Township 8, Range 11.

The designation "Township 8, Range 11," requires some explanation. The survey started at Lake Erie and the Pennsylvania border and proceeded due south to forty-one degrees north latitude. At this point, approximately sixty-seven miles from the starting point, the surveyors turned due west. The 'townships' were numbered in east-west rows from this point, every five miles going north back to the lake. As the survey proceeded west along the southern line, 'ranges' were numbered in north-south columns every five miles going west, away from the Pennsylvania border. As Township 8, Range 11, Euclid is the eighth township up from the southern line and the eleventh range in from the Pennsylvania border, or forty miles north of the southern line and fifty-five miles west of the Pennsylvania border.

The townships formed by this survey grid (five miles by five miles) contained twenty-five square miles. Since a square mile contained 640 acres, each township, in theory, should have contained 16,000 acres. This was not always the case, as Lake Erie's shore is angled northeast in places, making some of the coastal townships larger than the inland townships. As originally surveyed, Euclid contained 35.55 square miles (22,752 acres). Today, Euclid is considerably smaller, measuring only 10.35 square miles (6,624 acres).

By September, the surveyors had marked many of the townships and ranges along the three base lines. One ran down the Pennsylvania border, the second running along the 41st parallel and the third going north to the mouth of the Cuyahoga River. The individual townships had not yet been surveyed, this would take place over the next few years.

About September 30, 1796, the entire survey party met Cleaveland at the mouth of the Cuyahoga and asked that he uphold his promise for a complete township. Cleaveland agreed and a contract was drawn up and signed, giving them (at \$1.50 an acre) Township 8, Range 11. About this time, the surveyors named their township. Since most of the leaders were surveyors and mathematicians, they named their township after the famous, ancient mathematician - Euclid.

The contract which these men signed is as follows:

CONTRACT FOR SALE OF THE TOWNSHIP OF EUCLID FOR THE SURVEYORS

Copied from the original contact between the surveyors and Moses Cleaveland found in the papers of the Western Reserve Historical Society of Cleveland, Ohio.

"Whereas the Board of Directors of the Connecticut Land Company by the Articles of Association entered into by the associations of said Company at Hartford on the fifth day of September in the year One thousand Seven hundred and ninety five had liberty and full power to dispose of riss townships in said Connecticut Reserve to actual settlers. And as said Board of Directors did on the twelfth day of May in the year one thousand seven hundred and ninety six fully empower said Moses Cleaveland Esq. Of the County of Whindham and sat of Connecticut one of the Directors of the said Connecticut Land Company to make contracts re. Re. According to said articles of association in as full and simple manner as they the said Board of Directors could do.

"Now know ye that I the said Moses Cleaveland, Director as aforesaid and empowered as aforesaid do agree to sell and have sold unto: Seth Pease, Moses Warren, Milton Holly, Amos Spafford, Joseph Tinker, Theodocius Sheppard, Richard M. Stoddard, Elisha Ayres, Amzi Atwater, Samuel Agnew, Shadrach Benham, Stephen Benton, David Beard, Amos Barker, John Bryant, Michael Coffin, Nathaniel Doan, Samuel Davenport, Timothy Dunham, Samuel Forbs, Elijah Gunn, Francis Gray, George Goodwin, Luke Hanchet, James Hackett, James Hamilton, Samuel Hungerford, Thomas Harris, William B. Hall, Joseph Landon, John Lock, Asa Mason, Joseph McIntire, Ezekial Morley, Titus V. Munson. George Proudfoot, Charles Parker, Olney F. Rice, Warham Shaphard, Job P. Styles, and Norman Wilcox, being the persons employed in surveying and laying out said Western Reserve the present year: Township no. eight in the Eleventh range of township in said Western Reserve as surveyed by and under the direction of Augustus Porter Esq. Principal surveyor for said Connecticut Land Company."

The contract goes on to say that if the above mentioned men do not fulfill their part of the contract, then that land assigned to them shall be forfeited and returned to the company.

These were the men who, in concert, named their township Euclid. The map on the next page shows some of the townships and their names, given to them by the surveyor of record in 1797-1798, Seth Pease. Almost all of the townships shown have a name and most of them should be quite familiar to anyone who has lived in the area for any number of years.

Connecticut
 Eastern River
 on natural survey
 date 1820



Cayahoga River

Brookly River

Remithua River

Unsurveyed Land
 Subject to Indian claims

173 The western part of the hunting land of the Cayahoga River
 and subject to Indian claims has not been surveyed
 174 The Townships are numbered in the first column
 the eastern boundary the same parallel to the same in number
 on the different ranges

Of the 41 men who entered into contract with General Cleaveland and the Connecticut Land Company, it is believed that not one of them ever returned to Euclid Township to take up his claim. Although we do have records that a few of them did return to the Reserve, it was not to become farmers. The idea that every one of the 41 men returned was perpetrated by a meeting held by the 41 men just after signing the contract giving them the township. At that meeting, Seth Pease was chosen Moderator, Moses Warren was named clerk. All votes were to be by majority. What they did was to decide who was to return to the township to take up settling duties in each of the next three years. A map was drawn up by Joshua Stow giving each man a piece of land along the lake and a fairly large piece to the south for farming. Lots were drawn to see who would come back in each of the next three years. From the map, by Stow, we see which pieces of land each of the men was to settle on. Number one would be settled by Joseph McIntyer and on down the line to number 41. All of this was agreed to by the 41 men and examined by the clerk, Moses Warren. In 1797, Seth Pease would return to Euclid Township with 10 others to settle on their property. In 1798, Moses Warren and 17 families would settle their property and in 1799, Amos Spafford would return with the last eleven men and their families. Although it was an excellent plan, it never took place. (See the Joshua Stow map.)

It is interesting to note that one of the men, Mr. Atwater, believed that the 41 men had actually mutinied. But this term is never found any place else and many of these same men returned the next year (1797) to finish the survey. Do you believe Cleaveland or the Land Company would have rehired these men the next year if they had mutinied? Hardly. When the men signed up for the original survey they knew the hardships of doing a survey in virgin territory, but not quite the extraordinary problems involved. When they asked for more compensation from Cleaveland, do you honestly believe he would have given them anything if he didn't know what they had been through for the past three months?

Two men, John Morse and Joseph Burke were probably the first men into the township, but they were not permanent settlers. John Morse began farming near the eastern line of the township, planted crops and then harvested them. However, in the fall of 1798 he suddenly abandoned his land and crops and we have no further mention of him. Joseph Burke seems to have bought land from one of the surveyors and settled near the east line of the township and farmed the land for some ten years. However, when the western part of the Reserve was opened after 1805, he moved further west into Lorain county and is not considered a permanent settler of Euclid.

The best evidence we have of the first permanent settler in Euclid Township, was David Dille. (See biography of David Dille). He settled on the Main Road (Euclid Avenue), about a quarter of a mile south-west of Euclid Creek in 1803. He had been in the area a couple of times before and knew what to expect when he arrived here. When he returned in 1803 to make Euclid his permanent home, he brought with him his brother Asa and four of his sons: Nehemiah, Lewis B., Calvin, and Luther.

A year later (1804), William Coleman settled in the area. Coleman is given credit for expanding the early settlers diet by proving that fish taken from Lake Erie could be preserved by salting them, rather than the Indians way of smoking them. A few years later, Abraham Bishop moved into the township and set up a saw mill on Euclid Creek and even built himself a hardware store.

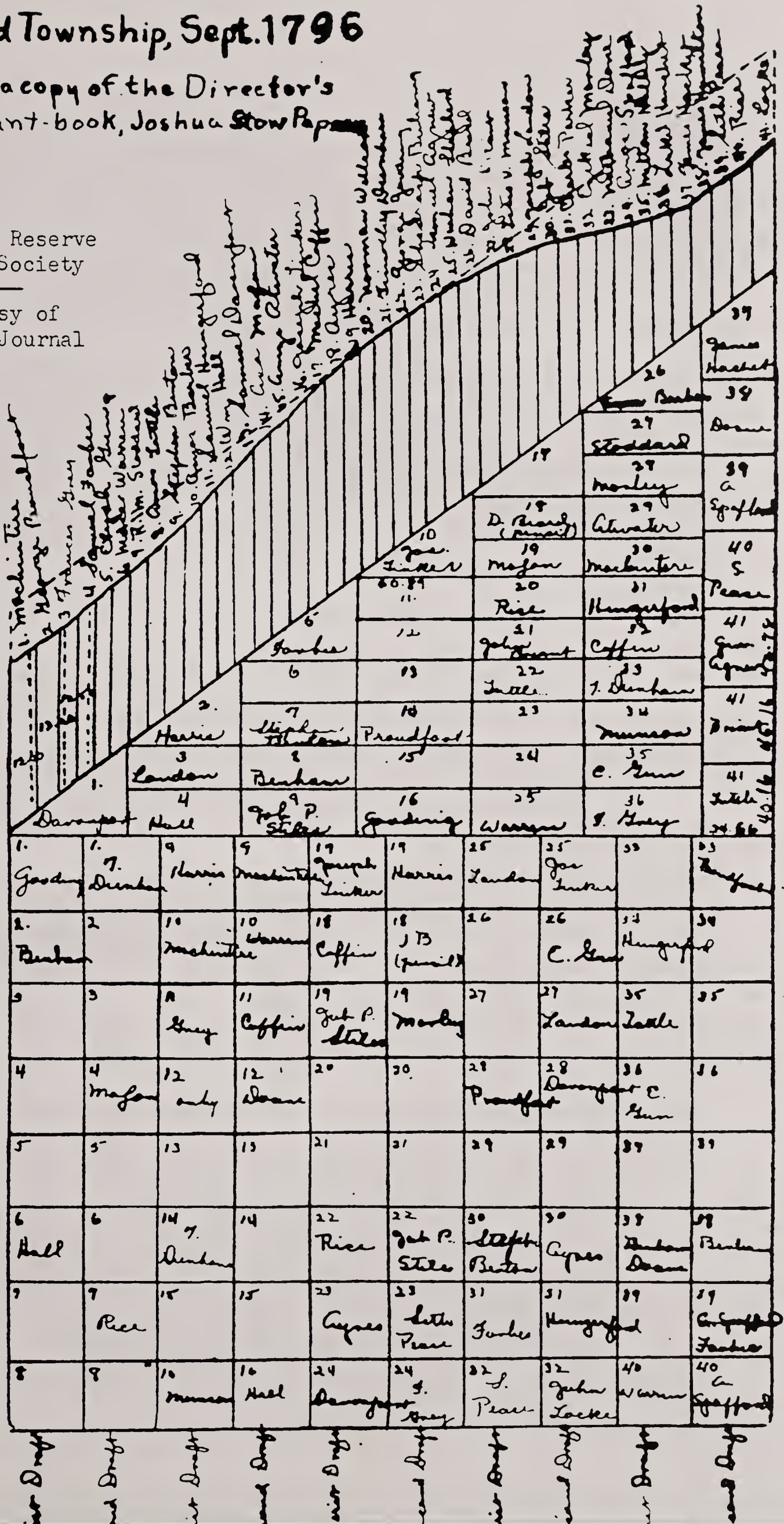
Euclid Township, Sept. 1796

From a copy of the Director's
Account-book, Joshua Stow Papers

13

From Western Reserve
Historical Society

Map Courtesy of
Euclid News-Journal



Timothy Doane ----- Moderator (similar to a mayor)

David Dille ----- Judges of Elections

Lewis Dille ----- Township Clerk

David Dille ----- Trustees

David Hendershot

Holly Tanner ----- Overseers of the poor

James Lewis ----- Fence Viewers (Required to check all fences so that no animal could move into his neighbors property and cause any damage)

Holly Tanner ----- Priser and Lister (Listed any and all equipment and stock in the township so the government knew what was available during an emergency. Also all males over the age of 21 who were eligible to vote.)

Holly Tanner for the Southern district

Abram Bishop for the East Middle district ---- Supervisors of Highway (To make certain all
John Shaw for the Western district Paths, lanes and roads were kept in good
Asa Dille for the Southern district Condition.

Louis Dille for the West Middle district

Nehemiah Dille ----- Constable

Abram Bishop ----- Treasurer

All the above information about this first meeting was attested to by the Township Clerk, Lewis Dille

The above information comes from the original Township records now in the possession of the Euclid Historical Museum at 21129 North Street.

The men of Euclid Township continued to meet at least once each year to conduct any and all business which was deemed necessary. Surviving documents cover nearly all the years to 1840, preserving, for posterity, the business of the township elders.



EUCLID INN

It is unknown what the first Inn at Cardon Road and Euclid Avenue looked like. Apparently it was a simple log tavern built by Mr. Farr about 1815. (This would have been consistent with the buildings of the day.) Records show Mr. Farr still was keeping his Inn in 1840, but had rebuilt a fairly large, multi-roomed Inn as shown above

THE OHIO MOTORIST, JULY, 1964



Drawing by J. Wylie Huffman

In 1812, just two years after we became a legal township, the English went to war with the United States (she still believed they were her colonies), for the second time. One of the fields of battle was on Lake Erie and early in the war, rumors of British atrocities brought fear to many of the people living along the shoreline. Stories began to fly of the British raiding along these same shorelines and caused considerable panic among the citizens. Many of the people of Euclid, fearing for their lives, packed up their belongings and headed east. When they reached the Chagrin River they found it in flood stage and no way to cross. Many of them became alarmed at what would happen to them if the British caught them in this predicament. William Coleman volunteered to ride back to Cleaveland to find out what was going on and when he returned to the Chagrin river was able to convince the people that all they had heard was only a rumor and most of the people returned to their homes.

There was only one minor incident reported during the war which concerned Euclid and that was a small British group of sailors came ashore, killed a cow for food and then returned to their ship with the meat. Many of Euclid's citizens, realizing how close they were to the war, participated in some manner in the defense of what was then considered the frontier. Most notable were improvements made in the Main Road (Euclid Avenue), which would afford families an easy escape in the face of imminent danger.

It should be pointed out that most early roads were not actually built. Rather, they 'evolved.' Most roads of the day began as foot paths. Paths were eventually widened for wagons. If a widened pathway was under constant use, it was often widened further and either scraped smooth or covered with planks (if and when the soil was too soft). The oxen which were used to carry your household goods from the east, now could be rented out at 50 cents a day, hard cash, for road work.

With these improvements, stage coaches began to run on regular schedules along major roads. Stage coaches had been used for many years, but mainly in New England and along the Atlantic coast. It was not until 1815, or a bit later, that they came to the Midwest. During the winter and spring, stagecoaches averaged about twenty to twenty-five mile per day. During the summer and fall, stagecoaches could travel farther, from thirty-five to forty miles per day. Drawn by sets of four or six horses, stagecoaches needed to make frequent stops to rest, feed, or change the horses for fresh ones.

When Congress began to give out mail contracts to stagecoach owners in 1785, it forced the owners to establish schedules and maintain them as best they could. Stagecoach travel persisted well into the era of the railroads, as they carried mail and passengers to areas not serviced by railroads. The picture shown is a typical mid-nineteenth century stage coach. Few radical changes were made to this type of vehicle, and they remained the same until they were eclipsed by the automobile in the early 1900s (the stagecoach shown is in the Smithsonian Institution),

Eventually it was found necessary (and good business) to build an inn or hotel along stage routes to accommodate families coming from the east to the new frontier. The choicest location for such an inn within Euclid Township was along the Main Road at what is now the intersection of Euclid Avenue and Chardon Road. (An inn existed at this location for more than 150 years, the last one being torn down in the mid-1960s) This was the last stop along the stage route before Cleveland. The man who had the foresight to build there was Abraham Farr. He began his inn about 1815, just after the war.

Another young man who had the foresight to open a business during the years of

the early township was William Coleman. A few years after Farr built his inn, Coleman opened a grist mill to grind corn and wheat and set it up along Euclid Creek. A few years later he opened a saw mill on Euclid Creek and one of Euclid's first industries was founded.

Most of the people who came to Euclid Township, and all the other townships being settled in the Reserve, had a strong religious background. When they first moved here, there were no churches, so they held services in someone's cabin or simply held a service in the great outdoors. When there were enough people who desired a church and the money was raised, a church was built. The first one we have a record of for Euclid Township was the Euclid Baptist Church, located on Chardon Road, a few hundred feet north of the Main Road (Euclid Avenue) and built about 1820. It was a wooden structure, 30 feet by 30 feet with room for 36 pews. Much of the money used to erect this church came from the fact that the pews were sold to individual parishioners. About the same time the church was built, it was found necessary to open a cemetery and this was placed on the west side of Chardon Road (or path) a few hundred feet further north. The cemetery was there until 1882 when the Nickel Plate Railroad went right through the middle of it and it has virtually all but disappeared. We have one headstone from that cemetery at the Euclid Historical Museum at 21129 North Street.

When a family is involved in trying to keep body and soul together, the education of children is not the first choice for the use of their time. Children were needed on the farm to help and what ever education they received was done at home and only if there was time. There certainly was a great deal of practical education, but for many, very little formal work. However, in 1825, the Township records say that a meeting was held 'at the school house near the Presbyterian Meeting House.' This is the first mention that there was a school house in the township. A few years later (1828), the township records show that education was becoming more important by setting up a number of school districts. When money became available, buildings were constructed and students began to attend. Once the farm was set up, the land cleared and crops put in, the chores of the children became less, at least during the winter. But planting, caring for the crops, and then harvesting, usually took some eight or nine months each year and so the children went to school only after the season was over and left school in the spring when the new season began. Schools of this kind were often referred to as 'three month' schools, because that was the amount of time the children spent in their formal education.

The social life of a pioneer community was rather limited in things to do. Those living along the Main Road were often more fortunate than those living in the 'wilderness.' Those living along the Main Road would often receive news from Cleveland and from points east as new settlers came into the area. Both would bring the latest news and always a number of rumors. (As was rampant during the War of 1812). Euclid had about 15 houses, a few stores and an inn at Chardon and Euclid. It was at the inn that most people stopped on their travels and it was here that most of the news was spread. Saturday afternoons, the farmers would come to town for what ever supplies they would need, stop at the tavern for all the latest news and gossip and return to their farms in the evening.

Sunday mornings were always given over to church or some religious ceremony. In the afternoon there were visits to family members living in the area, perhaps a lawn game and spreading all the news and gossip one had learned the night before at the inn. Society

life may have depended on your neighbor. As an example: On the night of October 9, 1812, Lewis Dille, who lived along the Main Road, took in to his house a couple of men coming out from Cleveland. It was standard practice to open one's house to someone who could give you the latest news and gossip coming from Cleveland, that was their payment for the night's lodging. On this particular night (these notes come from Quintus F. Aikens, "A Night in Euclid") a fire broke out and with the help of these two extra hands was quickly brought under control. Without their aid, Mr. Dille might have lost much of his house, or even worse, his life. To give shelter to those who seek it has always been the right thing to do and there are very few instances when these strangers staying at your house proved to be anything but upright and dependable.

For many years during the first part of the 1800s, it was believed that Euclid had a better location to become the premier city in northern Ohio. However, in 1827, the Ohio Canal was opened and with the Cuyahoga River as an opening to Lake Erie, Cleveland started to grow much faster than Euclid. Slowly, Euclid was pushed into the background and business and industry went to Cleveland.

In the late 1820s and up, the log cabins slowly were replaced by frame houses and Euclid began to lose its frontier look. Chardon Road and Euclid Avenue became the center of town and remained so until the 1930s. However, the reader should not get the impression that Euclid Township was now completely civilized and without any problems. In 1832 there was still wildlife, as witness the last of the mountain lions (Pumas) was not killed until 1831. Deacon Ruple killed some 38 rattlesnakes in 1832 and the poison from the snakes, although the Deacon wasn't bitten, caused him to be quite sick for more than a week. It is reported he never killed another rattlesnake in his life. But as the wildlife disappeared and our pioneer relatives settled down, they began to import cows, horses, pigs and sheep. With so many domesticated animals coming into the area, some form of recognition of a farmer's cow or pig had to be found. Farmers now began to earmark their livestock and register the mark with the township clerk. As an example: "David Dille's mark, a crop off the right ear." (Quote from Euclid Township Records). To crop a cow's ear means to make a small 'V' cut in the animal's ear. Most earmarks were very simple but as more and more farmers marked their animals, the earmarks often became complicated. Township records show Mr. John Hanceby earmarked his livestock by cutting a square fork out of the end of each ear. And yes, it did hurt the animal, but not for long.

From the time Euclid Township was set up until the time of the Civil War, nearly every township had an elected official who was in charge of keeping track of the poor and indigent. It was his duty to see that widows and orphans did not become wards of the township, since most townships couldn't afford to take care of them. When complaints were registered, the widow and children were asked to "remove and depart forth with." If in some circumstances there was a male child in this poor family, he could be given over to someone else as an apprentice, if all parties were in agreement. The trustees of the township then sought out a 'proper' person who had requested an apprentice and a contract was signed. In most cases the farmer (usually the one making the request) were told he had to teach his apprentice the art of farming, learn how to read, write and do some arithmetic. He also was responsible for seeing that the apprentice grew up as a moral and religious young man. For all this, at age 21, the apprentice was to be given two sets of clothes and a Bible. For the farmer, it meant free labor until the boy came of age. In most cases, both parties benefitted, because the young man would probably never have had a chance to learn anything. In the case of being an apprentice, he was now prepared to go out and make a decent living.

By 1840 the population of Euclid had grown to 1774 souls. Business and industry, based on our own natural resources, were begun. Boat building along Euclid Creek and at its mouth proved to be another industry for the township. Added to all these was even a rock quarry. (The quarry never did very well until 1874). In 1845 the old wooden Euclid Baptist Church was torn down and a nice brick church built in its place. Euclid was losing its frontier look and becoming a civilized place to live and work.

Party politics didn't seem to play much of a role in the life of the town until sometime in the mid-1840s. Although the Cleveland papers listed most towns as having radical tendencies, the truth was just the opposite. Rural communities were quite conservative and many of them are still that way today. For most of the time, the political parties which did exist (some years before the Civil War) were the Whigs, Democrats, and Free Democrats. About 1857, in Ripon, Wisconsin, a new political party was formed, the Republican. Party politics now became quite an issue. In the 1860 election between Lincoln and Douglas, it was also the Republican versus the Democrat. This election drew the largest number of votes by Euclid citizens since it became a township and the majority of the votes went to Lincoln.

The original township of Euclid was five miles by five miles, or 25 square miles, plus the area north to the lake. This area encompassed another 10.56 square miles for a total in the original township of 35.56 square miles. However, in 1847, East Cleveland was formed, and in 1848 a large piece of Euclid Township was given over to this new city. Over the next 70 years, Euclid Township lost more and more area. Cleveland Heights in 1905, Collinwood in 1898, Nottingham in 1899, Euclid Village in 1914 and 1927 and in 1917 Richmond Heights, South Euclid and Lyndhurst were formed out of the original township. By 1927 Euclid was down to its present size of 10.3 square miles, about 1/3 of its beginning size.

The chronological progression of Euclid's history brings us to the birth of Euclid's most famous son, Charles F. Brush, born in 1849. (A short sketch of his life is in the biography section.)

In 1850, Euclid and all of northern Ohio witnessed one of the great tragedies of the time on Lake Erie, the burning and sinking of the ship, G. P. Griffith, and the loss of some 287 lives. The Griffith had taken on hundreds of passengers in Buffalo and along the coast, headed for Toledo. Somewhere off the coast it caught fire and the Captain believed he could save lives by heading in toward shore where the people could swim ashore. (The full story is related in an article in the back of this book under miscellaneous.)

In the 50 or so years of the existence of Euclid Township, enormous strides were taken in transportation. Late in 1851, it was announced that a railroad was being built through Euclid, called the Cleveland, Painesville and Ashtabula Railroad. Nearly all the farmers and merchants in Euclid were quite happy about this turn of events because it meant they could now ship their products easier and to a larger section of the people. The merchants could now get products from the east which before had been too expensive to carry, meaning it broadened their line of products for sale to the public. They also could get standard products a bit cheaper and in much less time, another plus for the retailer and for the general public.

A young man by the name of Louis Harms moved into the area about 1852 from Put-in-Bay and brought with him a number of grape cuttings. Farmers in the area told him that the

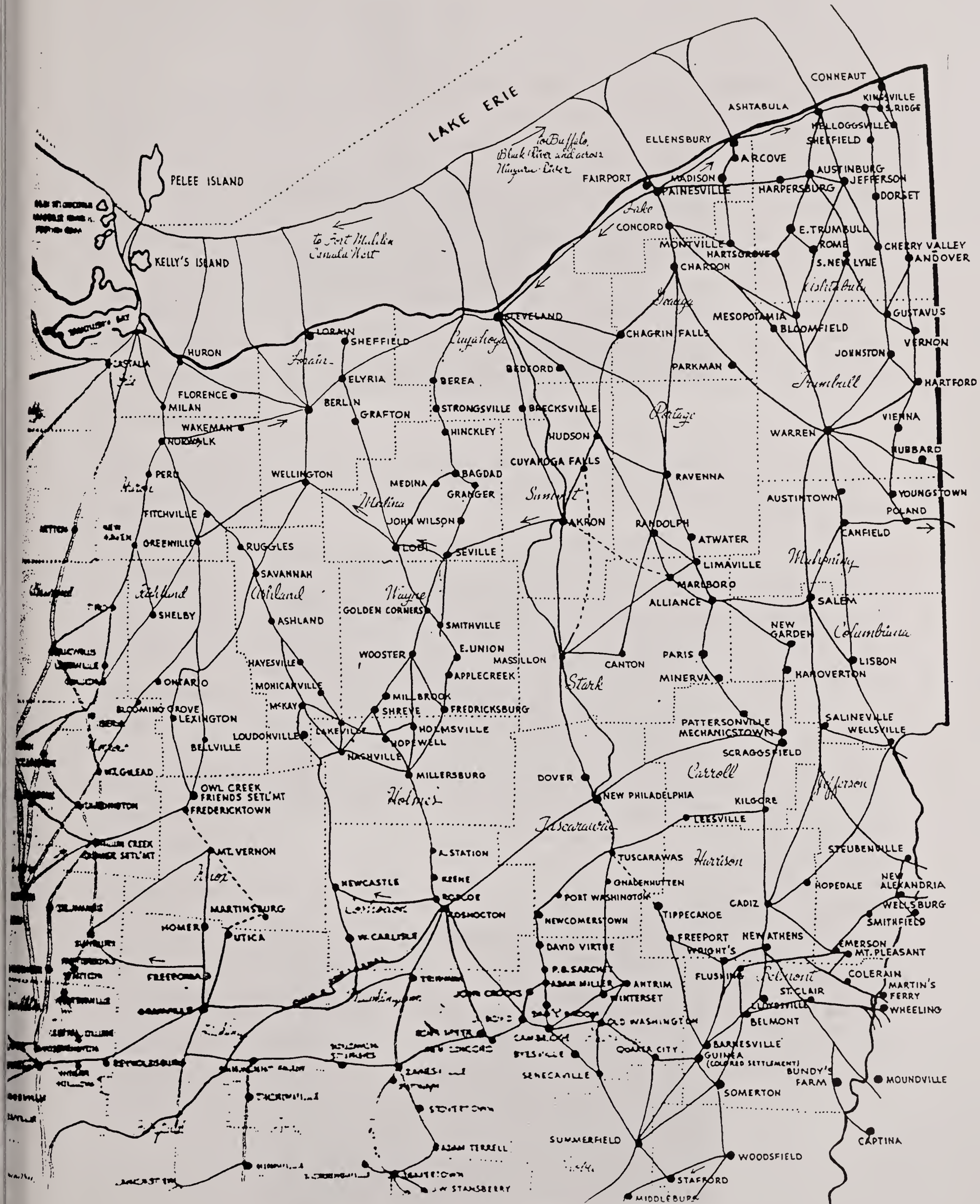
clay soil in Euclid was not very good for growing small grains like wheat, oats and corn. But Harms planted his grapes anyway and to the wonder of everyone, they grew quite prolifically. It takes a number of years for grape vines to mature and it wasn't until after the Civil War that people began giving up the small grains on their farms and turning the land over to grapes. The combination of the clay soil, which seems to hold the roots of the grape vine very fast, and the soft breezes coming off Lake Erie during the summer months, added to the growing and Euclid became one of the premier locations for growing the finest table grapes in the country.

Louis Harms had bought a farm on Chardon Road hill and turned it into a grape vineyard. Delaware grapes did so well on Harm's farm that he not only sold them by the basket, he had enough left over to make wine. For the next 40 years or so, Euclid became one of the largest suppliers of table grapes to the citizens of the United States. They were sold as far west as Denver, Colorado and to nearly every city in the east. Baskets of grapes cost ten cents to the consumer. The buyer, seller and railroad took their share, about five cents per basket. Of that five cents, the farmer had to pay the picker a penny a basket and had to buy the baskets at two cents per basket. This left the grower with two cents per basket and they soon found out they often lost money instead of making money. However, many of the farmers found out that by keeping back some of the grapes and making it into wine, they could then make a reasonable profit.

The late 1850s were a busy time for runaway slaves and those who went after them. It is hoped that our citizens did their part in helping their fellow human beings escape. The Euclid Creek, much higher then than now, would have been an ideal means of reaching Lake Erie and points north. The economic differences between the north and south, with slavery being one of the catalysts, finally broke into open rebellion in 1861, the Civil War. Throughout the next four years, Euclid supplied at least 15 young men, some of whom did not return, the wages of war being human life. (A list of the young men who fought in the Civil War is in the miscellaneous section.)

As Euclid grew, not dramatically, but it did grow, more and more Catholics came into the township and by 1861, the Cleveland Catholic Diocese decided to build a church on the far east side. That year, St. Paul's Catholic Church was built and in 1864, Father Anthony Martin became the first 'permanent' pastor of the church.

A few years after the end of the Civil War, Duncan McFarland opened his stone quarry on the east side of Euclid Creek (1867), now in the Metropolitan Park area. This quarry had been worked some 40 years before but never made a profit and was sold to McFarland as farm land. McFarland was in the right place at the right time, for Euclid and many of the other villages were now ready to tear up their wooden sidewalks and put in stone. He also bought the property on the west side of Euclid Creek in 1871, worked it for four years and then sold it to Forest City Stone Company. (See article on the Bluestone Quarries).





SNOW REMOVAL

GOVERNMENT



EUCLID PARK CLUBHOUSE



EUCLID CITY COUNCIL

Grapes became so prolific in Euclid that a Grape Growers Association was founded and the amount of money these men handled soon forced them into opening their own bank. But late in the century when the grapes began to fail because of the influx of the grape worm, both the bank and the association soon went out of business.

The population of Euclid Township in 1870 had risen to 2188 people, an increase from 1860 of about 419. This would average out over ten years to an influx of about 40 people per year. After the census of 1870, were added at least one more person, Emory Drew. Settling down in St. Clair Avenue and Babbitt Road area, Drew soon realized the need for a general store and a Post Office in that region. He purchased the building on Babbitt Road, right next to the Lake Shore and Michigan Southern Railroad (they had taken over from the Cleveland, Painesville and Ashtabula Line) and soon went into business. Through the efforts of Charles Brush and the representative to Congress, Mr. Noble, a Post Office was soon opened and to honor the man most responsible for bringing the Post Office to that area, it was named Noble, Ohio. (See separate article on Noble, Ohio)

It is unclear why the people of Euclid felt they needed to incorporate their village, but they did so in 1877. It was quickly realized that this move was premature and in 1878, the people voted against the incorporation and went back to simply being a village. During this time, a young man in Cleveland was writing the history of Cuyahoga County, Mr. Crisfield Johnson. As in every history, there are errors, (including this one), but much of Mr. Johnson's information came from primary sources, especially about the Civil War which had only ended some 14 years before. Use of Mr. Johnson's book, or any other history book, must be used with the upmost caution. The reading of any ten history books may find a divergent opinion amongst all ten authors, it simply depends on one's background, education and interpretation of the materials used. Even what is considered fact may be mis-interpreted, such as dates, time and places. The year after Mr. Johnson published his History, the population of Euclid had risen to 2776, a rise of nearly 588 people, Euclid was growing, but slow.

In New York City, a bitter battle was raging amongst the 'robber barons' and their interests in gaining control over all the railroads in the United States. Such men as Gould and Vanderbilt. It was under these circumstances that a new railroad was built through the Village of Euclid, about a half mile south of the Lake Shore and Michigan Southern Railroad. It was called the New York, Chicago and St. Louis Railroad and put in about 1881. Up to that time, the grape growers and farmers had to depend on the LS and MS to ship their grapes and other produce. Now there was an alternative and everyone tried to make good use of this competition. Dr. Vorhees, the first President of the Euclid Historical Society, recalled from his youth, "a small switchyard ... served the community (around Chardon Road). Wagons of grapes would be lined up along the road for several hundred feet during the busiest part of the season. Horses occasionally bolted and spread grapes.. This was real fun, especially if a boy could 'help'". (From Alice Lundskow's Surveying Euclid's History). About the same time as the new railroad was put in, the Euclid Railroad spur was put in, to service the quarries at the top of the hill near Green Road and Monticello Boulevard in (now) South Euclid. (See article on Euclid Railroad.)

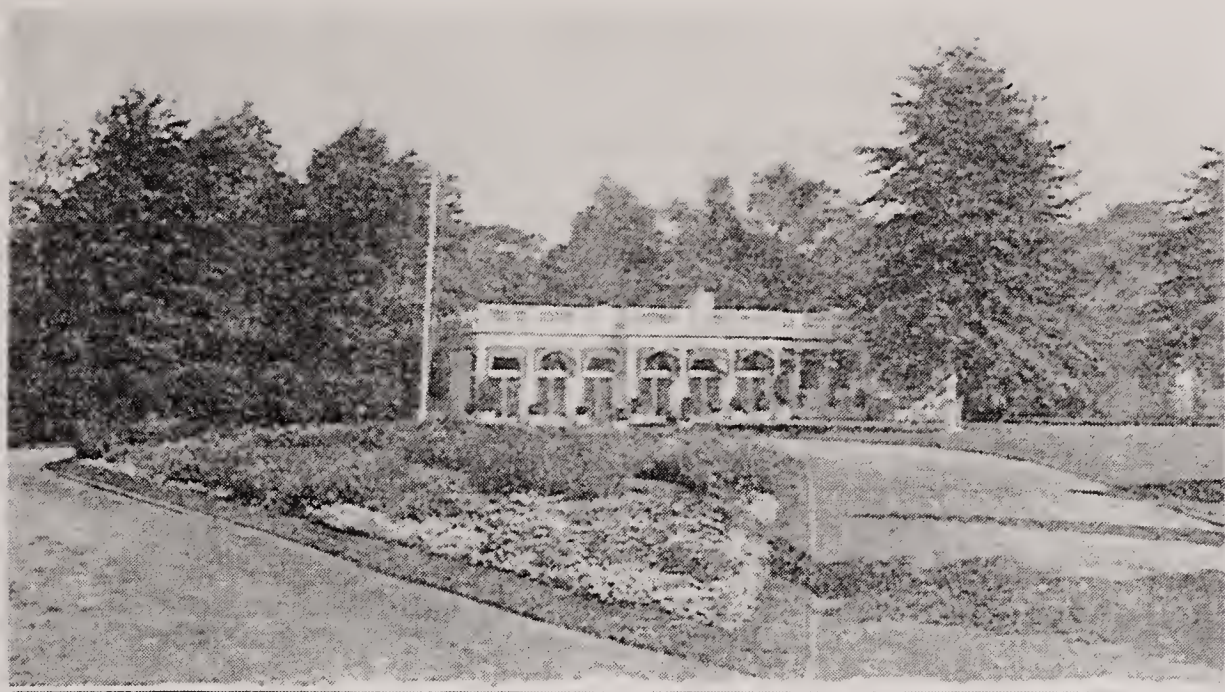
As the population of Euclid grew, some of its citizens became disenchanted and in 1883, Collinswood was formed, north-west of Euclid. The name was soon changed to Collinwood and in 1910 was absorbed into the growing megalopolis called Cleveland.

There is never any specific time in the history of any government when it can lean back and say that it is now everything it should be. However, the 1880s and 1890s were a time when things appeared to be just a bit more relaxed, even the population expanded by only 800 during this decade. And it was during this period of time that the more wealthy men of Cleveland began to look to Euclid and the lake shore area as a place to build a nice summer get-away, like Mr. Ferguson's house on the next page. There were quite a few of these 'mansion's' built north off Lake Shore Boulevard just before the turn of the century and it is a shame that nearly everyone of the has been turned into dust.

There are a number of references alluding to a high school being built in 1868. However, no one seems to be certain where it was, except that it was on North Street. Perhaps it is unknown because during the time it existed, and we again have no hard evidence that it did at all, it never had a graduating class. But as the enrollment in Euclid's schools rose in relation to the increase in population, by 1894 it was believed there were enough students eligible for high school that a new High School was built on North Street. That High School lasted about 20 years, was then sold and made into apartments and in 1984 was transformed into the Euclid Historical Museum. At the same time that the high school was built, city fathers found enough money (they switched it from the poor fund) and built a permanent city hall, (see article on City Hall's), just to the south-west, on North Street, of the new high school. In 1929 this city hall burned to the ground and many of the papers of historical importance were lost forever.

Heading out east on Lakeland Boulevard to Babbitt Road, we find a new church being built in 1895, the Noble Gospel Church. The next year, on July 4, 1896, the first electric railway was opened on the south side of Euclid Avenue by the Cleveland, Painesville and Eastern Railway Company. A few miles north, on Lake Shore Boulevard, and just a few years later (1898), the Cleveland, Painesville and Erie Railway Company put in tracks for a new interurban, so that we now had two interurbans in the city, two major railroads, and in 1903 streetcar service started. It meant that Euclid was now quite accessible to just about everyone from Cleveland to Erie, Pennsylvania. Because Euclid was now easier to get to by all, numerous cottages were built and rented out during the summer months for just about anyone who wanted to escape the hustle and bustle of the big city. The renting out of cottages was a thriving business between WWI and WWII. Some of the allotments where these cottages were built were Shore Haven, Vinewood and Moss Point, all of these subdivisions were of the Conelly Real Estate Company of Cleveland. (1915). Most of the cottages have now been destroyed or upgraded to year round homes, the streets paved and all city services put in.

In 1899, Euclid suffered another loss to her territory when the Village of Nottingham



*Mr. Carmi A. Thompson Residence, Stop 134, Lake Shore Blvd.,
Euclid, Ohio.*



*Another Beautiful Private Residence on the Shores of Lake Erie
Mr. Frank N. Riley Residence on Lake Shore Blvd. and E. 265th St.
Euclid, Ohio*



The Above Is One of the Most Handsome Residences in the County

Residence of Mr. W. S. Ferguson on Lake Shore Blvd., Euclid, Ohio.
Mr. Ferguson is an Engineering Architect and is Director of Public Service of

Euclid Housing Project

Following the stock market crash of October, 1929, a severe economic depression hit this country and many others around the world. Each nation took its own unique way of combating this depression, but nearly all of them pumped federal money into the economy in order to try and stabilize it.

One of the hardest hit industries was the building trade, people simply did not have enough money to buy new homes. President Roosevelt, in 1933, through his recovery programs, tried to set up a building program through the Reconstruction Finance Corporation. Samuel Horwitz, a Euclid resident, saw this as a means of getting many of the men in the construction business back to work. He presented this idea to Mayor Ely and a group went to Washington to find out what was needed to participate in this program.

What was initially needed was a plan, as complete as possible, which would then be submitted to Washington for approval. Mayor Ely became the guiding force in this venture. Attorneys, architects and engineers worked diligently until a 56 page plan could be presented. In May of 1933, the Mayor, and others, went to Washington and presented their plan. (I wrote for a copy of this document to the Federal Archives, believing this was an extremely important piece of work. When I didn't hear from them I called and was told that a three day search of the stacks failed to find the plan). About this same time a new department was created to handle all the plans called the Federal Emergency Administration of Public Works. After this agency was formed, a sub-division was made, known as the Housing Division and they would have the final say on allocation of funds for the project. The man in charge of the Housing division was Mr. Robert Kohn and visited the city in August of 1933.

The next step on the local level was to set up the Euclid Housing Corporation and this was done on September 3, 1933.

became independent. However, the village only lasted 14 years before being annexed by the City of Cleveland in 1913. The turn of the century saw a small decline in the population because of areas going independent. Yet, as we grew smaller in territory, we became a more cohesive village and in 1903 we once more voted to become an incorporated village. The vote for incorporation was taken on February 14, 1903, with the results being 130 votes for and 126 votes against. At the elections held in 1903, Henry S. Pickands (see biography) became the first mayor of Euclid Village.

About the turn of the century, industries, then located in Cleveland, began to look at Euclid as a place to build and settle down. We had fairly cheap land, two major railroads, interurban transportation for workers on both Lake Shore Boulevard and Euclid Avenue and in 1903 had a streetcar service on Euclid Avenue that came out as far as East 212th Street. The Cleveland, Painesville and Eastern Railway shared the single track with the streetcar, the streetcar moving quickly to a siding whenever the interurban came by which was usually only twice a day. With all this available to industry, Cleveland Trencher decided to move to Euclid and set up shop at 20100 St. Clair in 1904. The next year (1905), George Armington moved his Crane and Hoist business to Euclid, on Chardon Road and St. Clair and changed the name to the Euclid Crane and Hoist Company. (See article for more detail). Once Cleveland businessmen and industrialist realized the numerous advantages of Euclid, there was a slow, but steady influx of business and industries into Euclid. In 1905 we also lost another large part of our township when Cleveland Heights became an independent village.

Louis Harms, the grape farmer and vintner, was elected mayor of the village in 1910 when the census revealed we had lost a fairly large number of people because of Cleveland annexing parts and other areas in the township who wanted to become independent. The 1910 census claimed that there were only 1,953 people in the village. But even with the loss of population, people still needed their mail and in 1911, Ernest R. Smith became postmaster of the tiny town of Noble, Ohio. He served until 1940 when his son Neil took over and Neil retired in 1966.

With fewer and fewer farms in the village, children of school age began going to school more often and for a longer period of time during the year and continuing through higher and higher grades. In 1912, the Board of Education felt justified in building two new high schools, one in the northern section of the village, Shore High School, and the other near the center of town and known as Central High School. Both were built in 1913 and the old North Street High School was sold off to a private citizen. (See article on School).

Ralph Fuller became mayor in 1914 but served only until 1916 when Daniel H. Pond became mayor for the rest of Fuller's term. Pond served the village of Euclid until 1921, all during the War years and after.

1917 turned out to be a disaster for the township when we lost thousands of acres of land to South Euclid, Claribel (AKA Richmond Heights) and Euclidville (AKA Lyndhurst). Each one of these areas declared their independence and Euclid Township was now only a shadow of its former self, going from 35.56 square miles, down to 10.3 square miles. This was also the year that we entered World War I and sent some of our young men off to Europe to fight in the war to end all wars. In this conflict we also lost some of our young men, men

who could have been of help in many ways in the building of Euclid.

When elections were held in 1921, General Charles X Zimmerman was elected mayor of the village. The year before, in 1920, Louis Harms sold his farm on the north side of Chardon Road hill to the Good Shepard Sisters. Just two years later, the grotto of Our Lady of Lourdes was founded on the property. That same year, (1922) saw the first zoning law passed by Euclid and was also the year in which the Euclid fire department was organized..

In 1924, Holy Cross Catholic Church was founded and in 1925 its first small church was built. Out in front of the church, the number of automobiles was increasing so fast that the interurban found itself in financial difficulty and in 1926, both the Lake Shore line and the Euclid Avenue line had to go out of business. This nearly proved a disaster for the people since they had relied on the interurban to go to downtown Cleveland to work. The Greyhound bus service started picking up the people and taking them downtown, but this too was soon stopped. It was then up to Mayor Ely, who had been elected mayor in 1926, to see that the people had some form of transportation. A municipal bus service was thought of but would not go into service for a few years. However, Euclid Avenue was widened to 86 feet, the widest avenue in northern Ohio for a time, but it left the interurban tracks in the middle of the road. A second set of tracks were laid and the streetcar made its comeback in 1930 and lasted for another 18 years.

Arthur Armington, one of George Armington's son's, began to take an interest in road scrapers and off highway machinery for moving earth, in a big way. He set up his shop in the back of Euclid Crane and Hoist and this small start grew eventually into the Euclid Road Machinery business.

As industry moved into Euclid, the population began to increase rapidly and by 1928, the Catholic Diocese decided to build another Catholic church in Euclid, St. Christine's. It was first built on the east side of East 222nd Street and then in 1965, the old wooden church was torn down and a new brick church was built on the west side of East 222nd Street. In that same year, Shore Haven Lutheran Church was founded and a church built near Lake Shore Boulevard on the west side of East 222nd Street.

One of the most unusual buildings, although not in Euclid, but on the border, was the strange looking steel globe built by Dr. D. O. Cunningham of the University of Kansas and opened to the public on December, 1928. It was one of the most talked about and controversial buildings built in Northern Ohio just prior to the Great Depression. (See article in Health Section).

The year 1929 turned out to be an unforgettable year. In October, the stock market crashed and began one of the worst depressions in American history. Euclid City Hall on North Street burned down and when no money could be found to build a new one, the administrative offices were moved to 380 East 200th Street. The new city hall would not be ready until 1938. (See article on City Hall's). The year proved to be a disaster for hundreds of our citizens and for many of the fledgling industries just trying to make a go of it here in Euclid. Jobs were seldom to be found and many people had to go on welfare or starve to death. The city, virtually ran out of money and had to print its own. This 'script' could only be used here in town or to pay your taxes for 1933, and as strange as the idea was, it certainly

helped a number of people over the roughest part of the times.

The influx of industry into Euclid during the 1920s caused a surge in the population, growing to some 12,751 in the 1930s census and making a significant change in the nature of the village, from agriculture to industry. In this same year (1930), City Council and the administration passed City Ordinance #6030 which gave Euclid the status of an incorporated 'City.' The ordinance took effect on January 1, 1931. Because it now had city status it was broken up into precincts and wards for the election of officers and council members.

Even though we were in the midst of a severe economic depression, Addressograph-Multigraph built one of the largest factories in the United States in 1932 and situated on Babbitt Road and St. Clair Avenue. Arthur Armington and his Euclid Road Machinery became a separate business from Euclid Crane and Hoist, but remained in the back buildings of his fathers business on St. Clair.

In 1933, the Episcopal Church was founded and the church built at East 210th Street and Lake Shore Boulevard. Two years later, and about a mile or so to the east, East Shore Methodist Church was founded and soon a small church was built.

In the campaign for mayor in 1937, there was quite a struggle between incumbent Mayor Ely and the new man on the block, Kenneth Sims. Sims won the election and took office in the new city hall, just completed by the W.P.A. Shore and Central High Schools formed their own libraries to make up Euclid Public Library, but it wasn't until 1958 that a separate building was built next to city hall.

When Germany invaded Poland on September 1, 1939, it threw a scare into the Americans. The depression, which had lasted nearly ten years, slowly came to an end. Industry began to gear up, hopefully not that we would be in the war, but that we could supply needed goods to our allies. Even the population increased in 1940 when the census said Euclid now had 17,855 residents. As the war neared, the US government helped Thompson Products build a huge plant at East 222nd Street and Euclid Avenue to make valves for airplanes and automobiles. The plant produced its first valves on December 2, 1941, just five days before the Japanese attacked the US Naval base at Pearl Harbor in Hawaii.

Some 2288 men from Euclid were called to the colors and as they left their jobs to fight overseas, their place in the factory was taken over by the women. Although there was some 50 young ladies who also participated in the war effort, in uniform. By May, 1945, Germany had enough of the war and surrendered. But Japan fought on until we had to use the atomic bomb on two of her cities. This convinced the Japanese to surrender and on September 2, 1945, World War Two came to an end. When the men returned home, they wanted their jobs back and the women had to leave the factories, for a time.

Desiring to keep friendships which they had made in the service, returning men formed the Euclid Veteran's Club. To care for many of these returning men who had suffered injuries in the war, Euclid Clinic was established and remains a growing health care giver today.

During the war years, nearly everything manufactured was used for the war effort and this left the people at home using appliances and machinery that had been built before the war. So, when the war ended and the government wasn't taking all the newly manufactured items, the private contractors and manufacturers were inundated with orders. One of the most

needed big items that the private sector wanted was earth moving machinery. So, Euclid Road Machinery purchased 37 acres at the corner of St. Clair and East 222nd Street and built a large factory to begin building "Eucs". Almost directly across St. Clair from Euclid Road, Lincoln Electric built a large factory to manufacture welding equipment. To care for the workers spiritual needs, St. Williams Catholic Church was founded on East 260th Street in 1946. A new Post Office was opened on East 260th Street near Lakeland Boulevard (now Tylok International), and on August 31, 1946, the Noble, Ohio Post Office was closed down.

Glenville Hospital moved into Euclid at East 185th Street near Lake Erie. Albert Henn died in 1947 and the house remained empty until the city took it over for non-payment of taxes. The new Euclid High School on East 222nd Street was opened in 1949 and the first class to go all the way through to graduation was in 1952. (The author's class). Another group., the Rotary Club, was founded in Euclid in 1949.

Thousands of men and women worked in Euclid during the war years and when the war was over decided that if their jobs were here, they might as well move into the city. This pushed our census figures up to 41,396 for 1950, 23,000 more than in 1940.

During the early and mid-1950's, with the phenomenal growth of the city, it also became necessary to keep up with the religious needs. In 1951 Master's United Methodist Church was founded. The next year, Boulevard Presbyterian Church was founded and in the same year (1952), Euclid-Glenville Hospital was built. The Sister's of the Holy Trinity took over the work at Our Lady of Lourdes grotto. In 1953, St. Roberts was founded on Lake Shore Boulevard and at the top of Richmond Road hill, St. Felicitas was founded.

The City of Euclid claimed the Henn property in 1954 and after some repairs, the Board of Education moved in. Euclid Road Machinery was sold off to General Motors and eventually to Daimler-Benz and then moved out of town. The next year (1955), St. Stephens Church was founded and the Lake Shore Christian Church - Disciples of Christ was completed and services begun.

Between 1950, when the population was about 41,396 and 1960 when it rose to 62,933, an enormous amount of building took place. Allotments of varying size were accepted by the city, homes were built, sewer and water and streets were put in and the city grew to what we recognize today. But building this fast meant there would be problems in the future. Streets cracking, water lines erupting and now, 40 years later, we have to pay for our haste. By 1970 we had reached the zenith of our numbers, up to 71,552. The infrastructure of the city was almost complete, meaning almost every street in the city was paved and had all the utilities needed to sustain life.

The freeway was built in the mid-1960;s, as was the underpass at East 222nd Street. The Babbitt Road underpass was finished in 1973. In 1980 the population of the city had gone down to 60,000, again in 1990 to 54,875 and the latest (2000) census shows Euclid with 52,717 people in the city.

That period of time between 1803 and the 1980s was a time for numerous and significant changes in our city. But once the city appeared to have expanded or contracted, changes came about much slower and not as fast. It will now be up to the younger generation to take us into the twenty-first century.

Any city, state, or nation must be governed in order for it to survive. How it is to be governed comes about in many ways. In ancient times, the form of the government simply evolved, usually around a strong man who made himself Pharaoh or king. It was not until the ancient Greeks that a form of democracy was tried and, although not completely democratic, the idea was there. How a state is to be governed is supposed to be in the hands of the people who live in that state. They may choose a dictatorship, which is very easy to live under, since only one person makes all the decisions. In this case one either obeys all the laws or perishes. In an oligarchy, where a few rule, the same rules apply, obey or perish. However, if the people chose a democracy, that is the most difficult political idea under which the people can live. That is because the people themselves must be involved. Democracy depends on the majority of the people making decisions, be it directly or through a representative. When the majority of the people no longer care or participate, then democracy often fails.

Our founding fathers were men who hated tyranny and decided that the people should be involved, not directly, but through the vote. In our Declaration of Independence from England, these founders of the United States wrote: "we hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain inalienable Rights. That among these are Life, Liberty and the Pursuit of Happiness. That, to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed."

Our founding fathers were practical men: farmers, lawyers, and businessmen. They also believed in the integrity of the average citizen and were willing to put the fate of an entire nation into their hands. Once they had satisfied themselves on the form of government, democracy, it then became necessary to set up that government. Again, the people voted for a representative who would voice the opinion of the people and who the people believed would make the right choices. When the Articles of Confederation didn't work, a new Constitution was written and its preamble reads:

"We the people Of the United States, in order to form a more perfect Union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity do ordain and establish this Constitution for the United States of America."

This preamble very clearly states the purpose of the American government and it is through this preamble and the following articles that the federal, state, and local governments exist in the form that they now do.

In 1810, the men of Euclid Township formed a government to institute many of the ideals written in the preamble to the Constitution. Being a Township, with very few people, not all of the parts of the federal Constitution were put in place at the time. But as the population grew, more and more of the Articles to the Constitution were, until 1903 when we became an Incorporated Village and we then had an executive, legislature and a judiciary. On January 1, 1931, Euclid became a city.

The following information shows the absolute necessity for having a plan for the running of a government. In 1931, when Euclid became a city, it had no plan or constitution and was therefore under the control of the state legislature. The state told us what to do, when to do it and how to do it. In order to get out from under state control, Euclid's government would have to come up with their own plan or constitution. We needed home-rule. In 1931 the nation was in the midst of an economic depression and when this began to subside, World War Two began. Both of these events forced the city to postpone their forging of a plan for home-rule.

Allowing events to settle down for a time, it was not until 1950 that Mayor Kenneth Sims brought up the subject of home-rule. This home-rule was to be done through a CHARTER and on May 1, 1950 Mayor Sims asked Councilman Lux to introduce an ordinance that would create a Charter Commission. Ordinance 9181 was an ordinance to provide for the submission to the electors of the City of Euclid, of the question: "Shall a commission be chosen to frame a charter?" The ordinance also requested the election of fifteen citizens of Euclid to act as this commission. The idea of a charter commission went before the voters of Euclid on August 22, 1950 and was passed.

The Charter Commission now began to meet once each week, but as the time neared completion, they began to meet twice a week until the job was finished. As each Article and Section was completed, it was sent to Mr. Paul Torbet, the city's solicitor and he wrote it into legal language.

When the commission believed they had completed the Charter, they asked for an Ordinance to place the final paper on the ballot for the public to vote on. Ordinance 9461 was presented to Council on April 27, 1951. The question which would be put to the voters of Euclid was: "Shall the proposed Charter, as reported by the Charter Commission of the City of Euclid, be adopted?" Ordinance 9461 was passed that evening by the Council. The next step was to print enough copies of the Charter, some 28,000, so that each elector might have one, read it and have time to make his decision and then vote on it.

A date was set for the vote on the Charter, June 19, 1951. Between April 27, 1951 when the Ordinance was passed, and the date of the vote, June 19, 1951, a great deal of publicity was seen about town in favor of passing the Charter. Mr. Arthur Fiske, a member of the Commission, wrote an article which appeared in the "Euclid News-Journal," June 14, 1951, in which he tried to convince the voters of Euclid to vote for the Charter. He writes: "A favorable majority vote will assure progressive and effective local self government for the future." He also noted that the Charter would consolidate the Executive powers and define responsibilities. The City Council would be strengthened by redistricting the wards into nearly equal population, something not done by the state up to that time. Mr. Fiske took a great deal of time and effort in writing his impressions, yet, when the day came and the vote counted, less than ten percent of the voters in Euclid had gone to the poles. The Charter passed: 1,387 for and 447 against. We now had Home-Rule, or self-government.

With Charter Commissions meeting at specified times, the Charter has been kept up to date. By letting the ordinary citizen of Euclid (or any other community with a Charter) write the city's constitution, we have an excellent example of democracy in action.

Euclid Housing Project

Following the stock market crash of October, 1929, a severe economic depression hit this country and many others around the world. Each nation took its own unique way of combating this depression, but nearly all of them pumped federal money into the economy in order to try and stabilize it.

One of the hardest hit industries was the building trade, people simply did not have enough money to buy new homes. President Roosevelt, in 1933, through his recovery programs, tried to set up a building program through the Reconstruction Finance Corporation. Samuel Horwitz, a Euclid resident, saw this as a means of getting many of the men in the construction business back to work. He presented this idea to Mayor Ely and a group went to Washington to find out what was needed to participate in this program.

What was initially needed was a plan, as complete as possible, which would then be submitted to Washington for approval. Mayor Ely became the guiding force in this venture. Attorneys, architects and engineers worked diligently until a 56 page plan could be presented. In May of 1933, the Mayor, and others, went to Washington and presented their plan. (I wrote for a copy of this document to the Federal Archives, believing this was an extremely important piece of work. When I didn't hear from them I called and was told that a three day search of the stacks failed to find the plan). About this same time a new department was created to handle all the plans called the Federal Emergency Administration of Public Works. After this agency was formed, a sub-division was made, known as the Housing Division and they would have the final say on allocation of funds for the project. The man in charge of the Housing division was Mr. Robert Kohn and visited the city in August of 1933.

The next step on the local level was to set up the Euclid Housing Corporation and this was done on September 3, 1933.



MEMBERS OF THE EUCLID HOUSING CORPORATION

Left to Right: Geo. B. Mayer, Architect, Mayor C. R. Ely, Pres., Rev. Father Gracey, Trustee, H. H. Hampton, Vice Pres., E. W. Bailey, (standing) Sec'y-Treas., Judge Stanley L. Orr, Council.



On October 2, 1933, Mayor Ely went to Washington and returned on October 4, 1933 with a government contract giving the Euclid Housing Corporation the right to spend up to one million dollars for the construction of individual homes. This was the first contract issued for a housing project approved by the government.

At this point, the expenditure of the money depended on fulfilling the Housing Corporation contract which was known as the Debenture Purchase Contract. When all the legal ramifications were settled and the government inspector, named Mr. Lester Clark, was satisfied, applications for loans were accepted and pushed through. The first house to be built with this federal money was for Mr. Fred Cook, 149 East 225th Street and known as Unit No. 1. (See picture of the house as it is today, not much change in the basic structure after 68 years). From December 14, 1933 to April 30, 1934, fourteen houses were started and eventually completed and are listed below.

| | |
|-------------|------------------------------------|
| Unit No. 1 | 149 East 225 th Street |
| Unit No. 2 | 18931 Meredith Avenue |
| Unit No. 3 | 19951 Hillcrest Drive |
| Unit No. 4 | 135 East 213 th Street |
| Unit No. 5 | 1805 East 227 th Street |
| Unit No. 6 | 44 East 211 th Street |
| Unit No. 7 | 832 East 207 th Street |
| Unit No. 8 | 131 East 212 th Street |
| Unit No. 9 | 24330 Maplewood Drive |
| Unit No. 10 | 145 East 208 th Street |
| Unit No. 11 | 20161 Hillcrest Drive |
| Unit No. 12 | 1977 East 226 th Street |
| Unit No. 13 | 27150 Mallard Avenue |
| Unit No. 14 | 150 East 280 th Street |

In 1934 a snag was found in the contract and no houses were built for some months. Prices for material was going up rapidly and the \$5,000 maximum became unreal. Mayor Ely and the Euclid Housing group requested Washington to raise this amount to \$6,000. But major changes were also seen in Washington with a thorough shake up of personnel. New conditions were placed on the contract, such as the cost of the vacant lot must be at least one-third the cost of the contract. Ely and his group went to Washington to fight this and received two good pieces of news. The cost of the lot was reduced to 20% of the cost of the contract and the amount for each loan was raised to \$6,000.

It was not until December 10, 1934, that new applications were accepted and rushed through. In 1935, nineteen more houses were built with federal money and are so listed.

| | |
|-------------|-----------------------------------|
| Unit No. 15 | 20831 Naumann Avenue |
| Unit No. 16 | 19050 Shawnee |
| Unit No. 17 | 24220 Glenbrook Blvd. |
| Unit No. 18 | 2020 East 226 th St. |
| Unit No. 19 | 22270 Lakemont Avenue |
| Unit No. 20 | 309 East 214 th Street |
| Unit No. 21 | 26500 Forestview |
| Unit No. 22 | 19651 South Lake Shore Blvd. |
| Unit No. 23 | 274 East 193 rd Street |
| Unit No. 24 | 20161 Green Oak Drive |
| Unit No. 25 | 26450 Shoreview Avenue |
| Unit No. 26 | 19750 St. Clair Avenue |
| Unit No. 27 | 18651 Pasnow Avenue |
| Unit No. 28 | 19730 Seminole Drive |
| Unit No. 29 | 20271 Tracy Avenue |
| Unit No. 30 | 360 East 248 th Street |
| Unit No. 31 | 22631 Hadden Road |
| Unit No. 32 | 84 East 217 th Street |
| Unit No. 33 | 20350 Goller Avenue |

If you were one of the lucky few who could afford to build during the Great Depression and were able to get federal money under the Euclid Housing Corporation, you would have had to pay out the following. Monthly payments were \$7.00 per month for each \$1,000 borrowed. On a \$4,000 loan that would mean \$28.00 a month and this was payable to the Cleveland Trust Bank as holder of all Euclid Housing Project notes. You were required to have fire insurance in the full amount of the loan. In 15 years you had to pay off at least 75% of the note, the remaining 25% was to be paid off in cash or from money received when you refinanced the house.

The Euclid Housing Project was a real boon to many people who could only afford small house payments but who owned their own lot. One problem for some was that there were only a few house designs to choose from and you were required to build a house that the Housing project had so designated. However, most of the designs were quite nice and were acceptable to all concerned.

Before the Euclid Housing Project was terminated about 1937, there were 77 houses built with federal money.

When World War II began in 1941, Euclid already had a strong industrial base on which to grow. As the war progressed and these industries, like Chase Brass and Copper, Addressograph-Multigraph and Thompson Products expanded, it was found that the city did not have enough housing to take care of all the new workers flowing into the city. Early in 1942 the federal government moved into the city and began to build housing for these workers. There were about 500 units built on East 200th Street near the New York Central Railroad and another 400 units built on Briardale Avenue just off Babbitt Road. Rent was from \$37 per month to \$43 per month depending on the number of children. Light, gas, heat and refrigeration were provided by the government until the end of the war. By March of 1942, 255 units had been built and occupied. The entire project would be finished by May of 1942. These 'projects' were known as EUCLID HOMES, the project at East 200th Street and the Railroad. And, LAKE SHORE HOMES or BRIARDALE HOMES. These homes remained as homes far past the end of the war and during the war were managed by the Cleveland Metropolitan Housing Authority.

After the war ended, housing was still a problem, few, if any houses were built during the war. But the workers at the various industrial plants remained at these plants in order to switch over to the new peace time economy and were thus forced to remain in the projects. But, as new housing was built throughout the city, those who could afford it, moved out of the projects into their own home. As people moved out, it meant the project could no longer pay for itself and it was decided to sell them, as one lot. In 1956, the City of Euclid bought both projects for a total of \$6,125,000.

Neither of these 'projects' were torn down immediately after the city bought them. They first had to decided what to do with them and the land on which they were situated. In the case of the Briardale Homes, constant bickering, or should I say political give and take of a very boisterous nature, finally settled the matter when it was decided to remove all of the houses and build a golf course which would be named Briardale Greens. After nearly five years of talk, the golf course was dedicated and opened on August 12, 1977. It has proved to be an excellent decision on the part of our city fathers.

The picture following shows some of the units at Euclid Homes on East 200th Street. Note that there are a number of two story buildings, something Lake Shore Homes did not have. The next picture shows the homes and layout of Briardales homes at the height of its occupancy.



Euclid's Briardale public housing project is shown here in 1950 from a Cleveland Press photo. Because of the extensive amount of land, it was finally decided, after some debate by Council and the public, to tear down the entire project and build a golf course.



Because of land restrictions at the 'Project' on East 200th St. and the railroad, it was necessary for the federal government to build two story houses instead of the one story house prevalent at the Briardale 'project.'

The Euclid Municipal Court system was established by state law on January 1, 1952. Prior to this time the mayor of the city had jurisdiction, aided by the city's attorney. The first judge of the new court was William F. Burns. At the time of its inception, the Euclid court had control over civil cases in which the amount of money involved did not go over \$7,500 and at least one of the litigants lived within the borders of Euclid. The court also had control over traffic cases within city limits and all cases where ordinances of the city had been violated. It also had jurisdiction over misdemeanors committed in the city and preliminary trial in felony cases. Trial by jury could be approved when properly requested. Judges in the Euclid court may also perform marriages, (as well as the mayor of the city.)

The original law also gave jurisdiction to the court for 'small claims' cases involving \$50 or less. There was a 'trusteeship branch', where people could seek relief from creditors for a short period of time. There was also a probation department where a person could be returned to society, under supervision, rather than languish in jail. A court appointed psychiatrist determines the mental stability of persons charged with major crimes to see if that person can be brought to trial.

Judges must be an elector (registered voter) of Euclid and a member of the Ohio bar. Judges are elected for a period of six years and may run for re-election. There is a fair size staff which helps the judge, including a clerk of court, chief deputy clerk, assistant clerks, a bailiff and his deputy. The jurisdiction of the court is determined by the Ohio Code, but the practices, procedures and costs are determined by the court itself.

The number of cases heard and adjudicated in the past 50 years has risen significantly and as a result, many are settled out of court or are plea bargained, thus saving the court time and money.



William F. Burns
1952-1968



Robert F. Niccum
1970-1998



Robert L. Steele
1968-1970



Deborah LeBaron
1998-

In 1809, Euclid Township was incorporated as Euclid Civil Township. As a civil township it now became necessary to form a government to administer to the people those things which the individual citizen was not expected to do for himself. Such things as laying out roads, seeing that they were maintained and over a period of time, improved. To keep records of the real property within its jurisdiction and to note any changes in the owner of that property. To levy and collect taxes for the improvement of the entire township and to see that its citizens behaved in an acceptable manner.

For many years Euclid Township was small enough that the administrators of the township could move about and hold their meetings in various schools in the township. However, it also meant that one place had to be designated to hold the records and other papers pertaining to the operations of the township, usually in someone's home or a specific school. On March 9, 1852, a contract was let to two local builders to build a town hall and by 1853 that town hall was complete and nearly all meetings of the township trustees were held at the town hall. However, it does not specifically give any details as to its location, but logic would assume that it was close to Chardon Avenue and Euclid Avenue, the center of town. Euclid Township maintained its small, rural atmosphere for many years and a new home for its papers was not deemed necessary. However, on May 2, 1893, 37 citizens signed a petition to build a new town hall at a cost not to exceed \$6,999. When voted on, it failed. The next March (1894), the amount asked for was reduced to \$4,000. Once more the voters refused to pass the needed legislation.

A special meeting was then held on August 22, 1894 and a bid was given to William Carter to build a red brick structure. Money was taken from the 'poor fund' to help pay the \$15,000 it eventually cost. The building was large enough for high school basketball games and commencement ceremonies to be held. The jail was in the basement and when automobiles came into use, they were based in the building also.

The picture following shows the this City Hall and was located on North Street, just to the east of Chardon Road. In 1929 this building burned down and because the city, at that time, did not have the money to rebuild it, a temporary City Hall had to be found. Records indicate that the administrative offices and the police department moved to the Euclid Inn at the corner of Euclid Avenue and Chardon Road, a move of some few hundred feet. However, there is also some evidence that the administration offices were moved to 380 East 200th Street. Mention has also been made that part of the government was located for a short time at East 200th Street and Tracy Ave.

In 1933, Mayor Charles Ely made application to the Civil Works Administration to build a new city hall, but was turned down. A few years later another application was made, this time to the Public Works Administration and this application was accepted. It was now thought that a change in the location of city hall should be made since the center of the city was now nearer East 222nd Street. Land was purchased and the new city hall built with a facing of bluestone from the local quarries and dedicated to use on June 8, 1938.

Believing the City Hall on East 222nd Street had outlived its usefulness and that it was too small, a new Euclid Municipal Center was built in 1988-1989 and opened for business in May, 1989. The new Municipal Center encompasses all the local government offices and courts, and is located next to the old city hall on East 222nd Street. The new city hall is a modern, up to date facility and is expected to have a life of some fifty years.

In doing the research on City Halls, a problem arose for which I have no answer. After the old city hall on North Street burned down in 1929, evidence shows that the Euclid Inn was used for a number of years. In this picture, the sign out front plainly says, "Euclid City Hall."



Euclid Inn, Chardon Road and Euclid Avenue

However, people whom I have talked to say that all or part of the administration moved to 380 East 200th Street, which is the building shown next.

In Chief Payne's missive, he states the police department relocated to East 200th Street and Tracy Avenue and paid rent of \$70.00 per month. Was this just to store vehicles or a satellite of the Euclid Inn? There is also the option that all of these areas are correct. That because of the fire, the operations of the city were spread over a large segment of the city in order to avoid any other catastrophe like the fire.



CITY HALL EUCLID, OHIO,

The old city hall on North Street served the community from 1894 to 1929



This building, 380 E. 200th St., will be the home of three apartment units after being renovated by owner Michael Denk. In the 1930s, the structure served as Euclid's city hall and police station. It was used more recently as offices for commercial businesses, but has been vacant for the past four years.

This building, at 380 East 200th Street, many claim it served as Euclid's City Hall and police station. No dates are given for when it was used. (1929-1938)?



City Hall at 585 East 222nd Street, in operation from 1938 to 1988



Euclid Municipal Center

New City Hall and Municipal Center, operating for Euclid citizens since 1988

Village of Euclid, et. al., vs. Ambler Realty Company

In the landmark case of Euclid vs. Ambler Realty, we must begin with the Logan farm. The land was purchased by John Logan (1812-1877) just after the Civil War. The farm remained in the Logan family until 1911 when it was sold to the Ambler Realty Co. of Cleveland. The property was located about 1/3 of a mile south-west of Euclid Creek on the north side of Euclid Avenue. When word got out that Ambler Realty Co. was planning on developing the site, it caused Euclid's Council to begin taking action. If Ambler Realty Co. was allowed to sell to industry, or what ever, it would make Euclid Avenue look like a ramshackle of homes, buildings and industry.

The Council studied the zoning code of the City of New York, passed in 1916, and believed that a restrictive zoning code for Euclid was the only way to control the building in the city. The new zoning code would have six categories: U1: single family, U2: two family, U3: apartment houses, U4: retail-wholesale stores, U5: commercial, and U6: Industry.

Added to the Logan farm, Ambler Realty also purchased the land from the Logan farm to the Nickel Plate Railroad, a total of 68 acres. Most of this they would sell for industrial use. However, after City Council passed Ordinance number 2812 on November 13, 1922, and drew up a zoning map of the city, it was found that the 68 acres owned by Ambler Realty on Euclid Avenue, was zoned U2, U3, and U6, thus effectively cutting the property into three pieces and only that acreage lying next to the railroad was zoned for industry.

Ambler Realty now retaliated by saying the ordinance was invalid and lowered the value of the property. They brought suit against the city and hired Newton D. Baker to represent them. James Metzenbaum, who was head of the Planning and Zoning Commission represented the city. Taken to a federal court, Euclid lost its case (1924), but Metzenbaum would not quit and filed the case in the United States Supreme Court. In 1926 the case was argued in the Supreme Court. Mr. Metzenbaum's arguments did not appear sufficient to win the court over and it was at that moment, Mr. Bettman of Cincinnati stepped in. His argument was that "zoning was a form of nuisance control and thus a reasonable exercise of the police power." As a result of this statement, the Supreme Court was won over and on November 22, 1926 the opinion was passed down in favor of the Village of Euclid. On the next page is a reproduction of the actual Ordinance 2812 which began this zoning fight.

World War Two changed everything by bringing the federal government in. The property, owned by Ambler Realty, was taken by the government to build a large factory for the manufacture of war material. The factory was completed in 1943 and owned and operated by Cleveland Pneumatic Aerol Co. to produce landing gears for aircraft. In 1947, Fisher Body

Minutes of a Meeting of the
Council of the Village of Euclid, Ohio

Held.....NOVEMBER 13th.....1922.

Council re-convened from a recessed meeting of November 8th, 1922.

Ordinance No. 2812 by Mr. Cantlon establishing a zoning plan, regulating the location of industries, trades, apartment houses, two family houses, single family houses and other uses of property, the area and dimensions of lots and yards, the bulk and alignment of buildings near street frontages, was given its first reading.

Under questions for remarks the following persons, owners of or interested in property in Euclid Village, addressed the Mayor and Council.

Mr. G. W. Deming, Chardon Rd. and Euclid Avenue; Mr. E. W. Sawyer of Cleveland Tractor Company; Mr. E. L. Striebing, 2069 Abington Road, Cleveland, Ohio; Mr. W. L. Morris, Cleveland Heights; W. A. Colston, an official of the Nickel Plate Railroad; Tom Murray, a representative of the S. H. Kleinman Realty Company; Mr. Hinde of Hinde and Son, Real Estate Broker; John C. Barclay, representing the Ajax Lfg. Company; Wm. Ambler, representing himself and other interests; Mr. Alderman, representing Kleinman Realty Company; Mr. Morgan, Attorney representing Mr. Ambler also James Eady of East Cleveland; Adam Graham, 12712 Euclid Avenue, East Cleveland; Mrs. Joe Schrock, Euclid, Ohio; Mr. John L. Cannon, attorney representing Dr. Arms; Mr. James W. Stewart, 89th Street, Cleveland; C. Deming, Vice President and General Manager of Nickel Plate; L. Perrin, representing his father C. L. Perrin.

Motion by Cantlon, seconded by Fletcher that the rules of law requiring an ordinance to be read on three different days to be dispensed with and the ordinance be placed on its final passage.

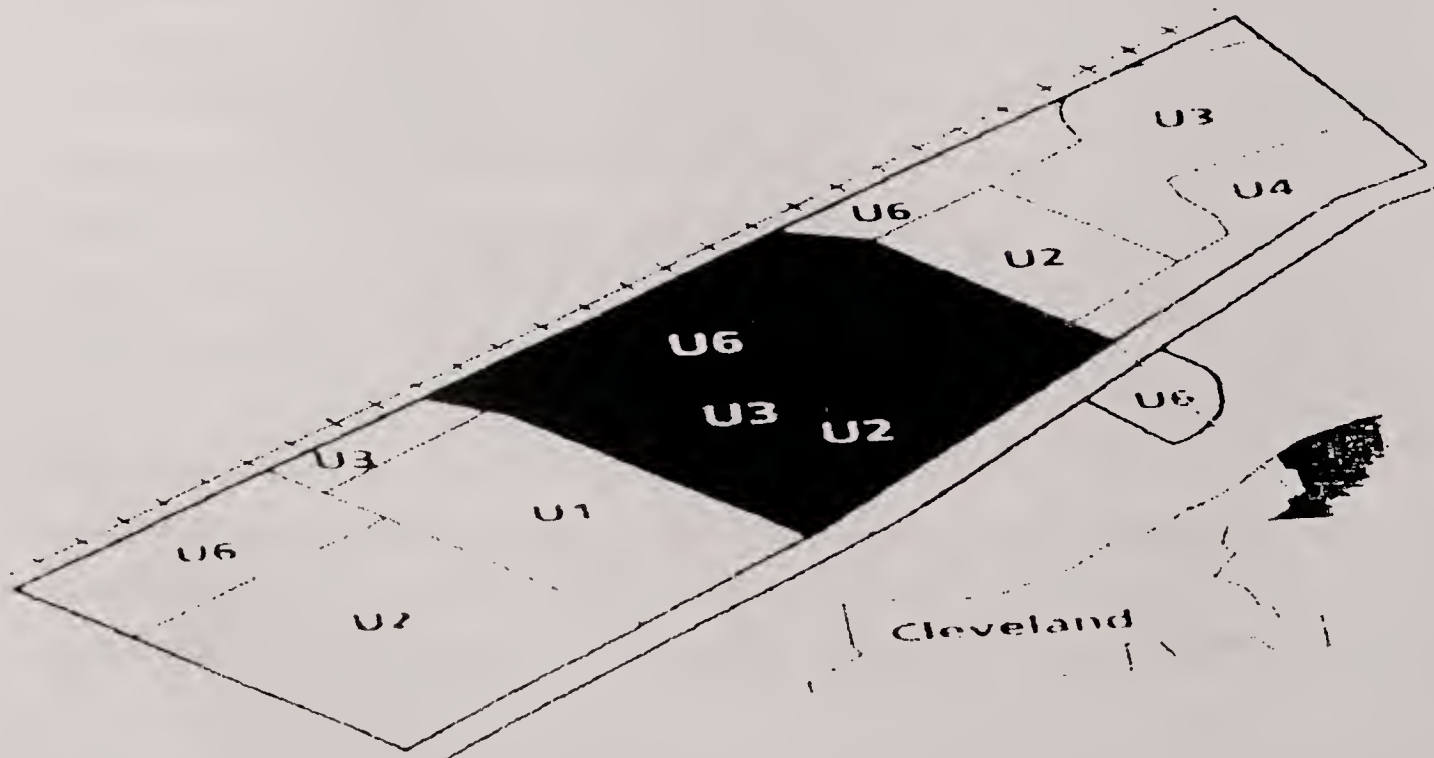
Roll Call: Ayes: Cantlon, Collins, Ettenger, Fletcher, Irr and Wright.
Nays: None, motion carried.

Ordinance is now on its final reading, Clerk will call the Roll.

Roll Call: Ayes: Cantlon, Collins, Ettenger, Fletcher, Irr and Wright.
Nays: None, motion carried.

Charles H. Cross.
Clerk.

Chas. H. Cross.
Mayor-President of the Council





Ironically, the property at issue in the case of *Ambler v. Euclid* became the site of the huge Cleveland Pneumatic Aerial Co. plant, which was purchased by the Fisher Body Division of General Motors Corp. in 1947.

Noble, Ohio

Historians have come to portray Noble, Ohio as an almost invisible town. The entire town consisted of one, two story clapboard sided house and six residents. Situated on Babbitt Road just south of St. Clair Avenue and next to the Lake Shore and Michigan Southern Railroad (soon to be the New York Central Railroad and now the Norfolk and Southern Railroad). Strange as it may seem, it was listed in the Rand-McNally Atlas of the times and sighted as one of the smallest towns in the United States.

How would such a tiny place ever come into existence, let alone become a post office? The story goes that a young man by the name of Emory Drew came from Maine in 1871 to seek his fortune in the Western Reserve. Stopping in Euclid, he was impressed with the surroundings and decided this is where he would settle. The site he chose was on Babbitt Road just south of St. Clair and there he built himself a general store to service the people in the area. It wasn't long after this that he believed a post office would be of benefit to the community, and also help his general store business. Rumor says that a Congressman by the name of Noble, a good friend of Charles Brush's, soon convinced the federal government to open a Post Office at this same general store. At its opening on October 31, 1874, it was listed as North Wood, Ohio. (Maps of the time, 1874 and 1878, show clearly the name as Norwood Station.) However, when it was found that another North Wood existed in the state, the name was changed to honor the man most responsible for bringing the Post Office into existence, Noble.

One of the reasons Noble flourished for so long was - grapes. In the 1860s Mr. Harms found that the soil in Euclid was ideal for growing grapes and since that time the grape industry boomed. About the same time, the Lake Shore and Michigan Southern Railroad was put through the township of Euclid. Both of these now came together when Mr. Drew built his general store next to the tracks, thus giving the farmers and grape growers a place to bring their crops for shipment all around the eastern half of the United States. Mr. Smith claimed that in one year he would ship out as many as 110 boxcars filled with grapes, plus any number of other boxcars filled with farm produce for market. Another siding was laid at Chardon Road and the Nickle Plate Railroad for the express purpose of picking up farm products, and grapes.

Mr. Drew operated the store and post office until circumstances at home in Maine caused him to turn over the keys to Mr. Albert Lowden in 1882. Mr. Lowden served the community until 1899 when Mr. John Smith took over. Mr. Smith was quite well qualified, having served the Euclid Creek and Chardon Road post office from 1887 to 1893. Mr. Smith continued in office until 1908 when the store and post office was turned over to Mr. Ernest Smith. Ernest remained in office until 1940 when he turned over the operation to his son, Neil Smith. Post Office archives reveal that the Noble Branch in the old general store, was discontinued on August 31, 1946. Neil was a part time post master until 1946 when the job became full time and home delivery was begun. A new post office was built on East 260th Street and Neil moved over there until his retirement in 1966. The old store continued as a simple general store until 1973 when it was torn down to make room for the Babbitt Road underpass.

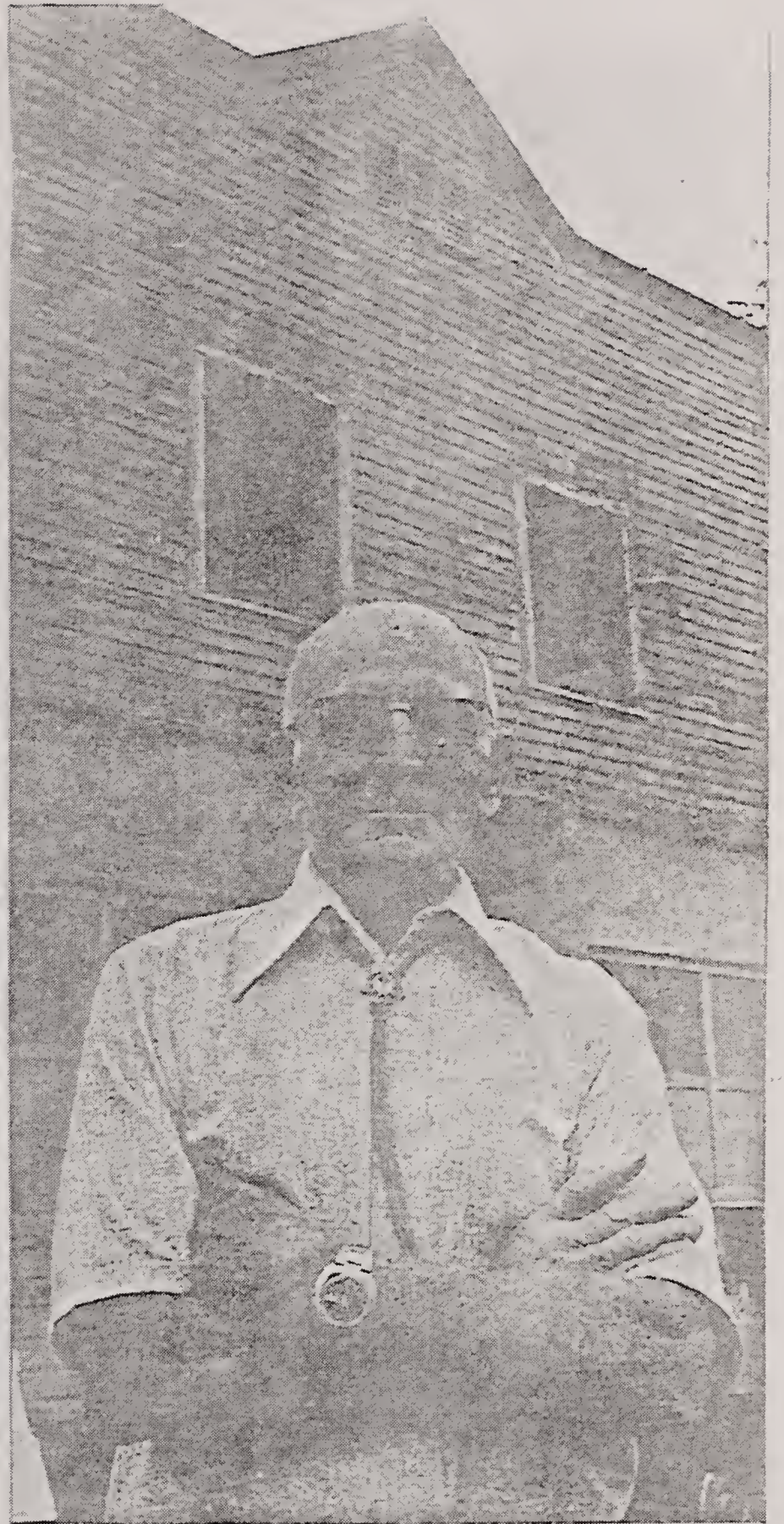
Ads to PProspect 4800

January 30, 1940

Ends 30 Years in Postal Rank.



THE postoffice (above) at Noble, O., Babbitt Road and St. Clair Avenue in Euclid, is to have a new postmaster this week. E. R. Smith (inset), postmaster for the last 30 years, retires tomorrow in compliance with Civil Service Act requirements providing for the retirement of fourth class postmasters at the age of 70.



Lost a home

NEIL SMITH, the former postmaster of Euclid, lived in the old post office on 1040 Babitt Rd. for 30 years. He has been forced to move to make way for the underpass of the Penn Central tracks. He says he had to haggle for a long time before a price of \$5,000 was given for his home and land. He has found a new home in Mentor.

EUCLID NEWS JOURNAL 10-4-73

It should be remembered that Euclid was still mostly a farming community in the late 1920s and early 1930s. Yet, the Noble post office and general store thrived during this time, and, that in the early 1930s we were in the midst of a very severe economic depression. How did they do it?

In the early 1930s large industrial firms began to locate in the area, such as Chase Brass and Copper, along with Addressograph-Multigraph. Both of these huge industries were within walking distance of the post office and the men who worked there made use of the post office service of postal money orders. Hundreds of thousands of dollars worth of these money orders were made out each year and continued to make the post office one of the busiest around.

Most people believe that Noble, Ohio was a fair size community within Euclid. This fallacy comes about from the simple fact that more than 80 residents in the area picked up their mail at the general store, all of it with the address of Noble, Ohio.

The following sketch was written by the Reverend John Hall in 1856. Although much of this takes place in Ashtabula County, it also involves Euclid in so far as it was a main stop on the mail route from Cleveland to Buffalo.

The first carrier that we know of in the Western Reserve was John Metcalf of East Village who began his route in 1808. Most of the time he carried the mail on his back between Cleveland and Erie, Pennsylvania. At the time he began this was still a rough and forested area and is said he was often forced to carry the mail on his head when crossing streams and rivers.

In 1812, Metcalf carried the mail in a wagon, but in 1815 a stagecoach was brought in. For the next three years or so, Metcalf carried a couple of passengers and the mail from Cleveland to Erie. About 1818 he was superceded by a regularly scheduled stage coach line. Constant improvements were made in the stagecoaches until 1852 when the more rapid railroad came through.

In the beginning of the scheduled stage-mail runs, there were 10 stops between Erie and Cleveland, Euclid being stop 10. Then it was found, after improvements in the road surfaces, that the stage could travel 15 miles before the horses needed changing and the first stop out of Cleveland was switched to Wickliffe.

Daily mail service was established on October 29, 1863. Euclid had mail delivery from 1815 to 1880 and then it was changed. A postmaster was named and he collected the mail from the stage line. It was then your responsibility to go to him if you believed you had any mail. Most of the mail was dropped at a business, usually a tavern and there were federal regulations concerning the tavern. It had to have at least four beds, three fireplaces and a barn that could hold at least six horses.

The first Post Office established in Euclid was on December 10, 1810. Euclid Creek post office came in April 13, 1836 and was also known as East Euclid. In November of 1849, mail that was destined for Euclid was delivered to Collamer and there distributed to the post master in the area.



ENGINEERING

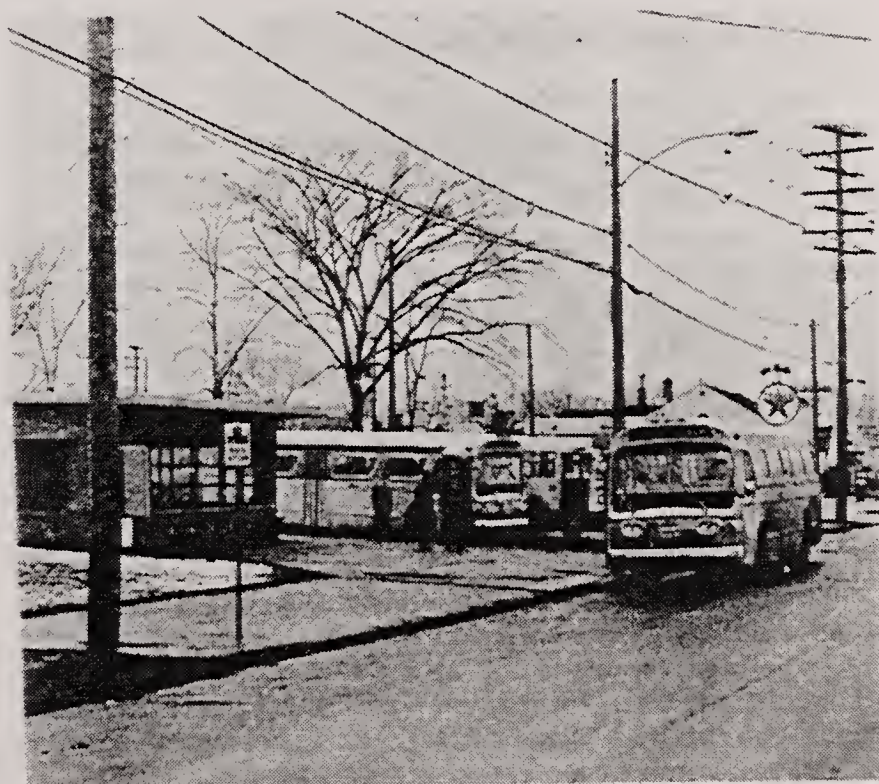


FUTURE PARK DEVELOPMENT

INFRASTRUCTURE



MAINTENANCE



MUNICIPAL BUS LINE

During the first century which Euclid existed, it was for the most part, an agricultural community. This isn't to say there were no parks or forms of recreation. The harder one works, the harder one should play. It simply means that there were few, if any, organized means of sports, other than those by the schools in the area.

Parks were spread around the city, such as Strumbly Park at 1090 East 222nd Street, just about where the old Euclid Road Machinery plant was. Other parks, some fairly small, were specially built in ethnic neighborhoods and a few of those still exist today.

Around the turn of the century, Camp Wise was set up between Lake Shore Boulevard and Lake Erie at the foot of East 222nd Street and lasted until the mid-1920s when the city bought the 17 acres to build a sewage disposal plant. After the disposal plant was built in 1925 and Camp Wise moved to Painesville, much of the property and buildings sat vacant for some time. However, even though the park seemed at a hiatus, there were minor improvements made. The dance hall was refurbished, some of the old Camp Wise buildings were taken down and a picnic area put in. There was a baseball diamond built and the city now said this was one of the better pacific areas of Euclid for the benefit of her citizens.

In the early 1930s, Mayor Ely and the city council believed that the area between the disposal plant and the lake would make a good park. The old camp Wise buildings were torn down, the grass cut and the land cleared. Application was made to CWA, (Civil Works Administration) to build a park clubhouse, but the application was turned down. In 1932, an application was made to WPA (Works Progress Administration) and accepted. In the winter of 1933-1934 the Euclid Park Clubhouse was built and still functions. Another WPA project, done about the same time was the City Hall at 585 East 222nd Street and completed and occupied in 1938.

In 1936, it was decided to organize the recreational facilities of the city and name a commission to operate it. Mr. Ralph V. Hill of Hillwood Manufacturing was put in charge and given a budget of \$2,500. Before much could be done, World War Two intervened and it was not until April, 1943 that the first commission was able to meet. Plans were now made for spending \$120,000 on a municipal recreation center. There was 74 acres available behind the new city hall on East 222nd Street and the commission went ahead and purchased this acreage. Again, the war interfered with plans going too far and the commission had to wait until 1946 and after to put their plans into operation.

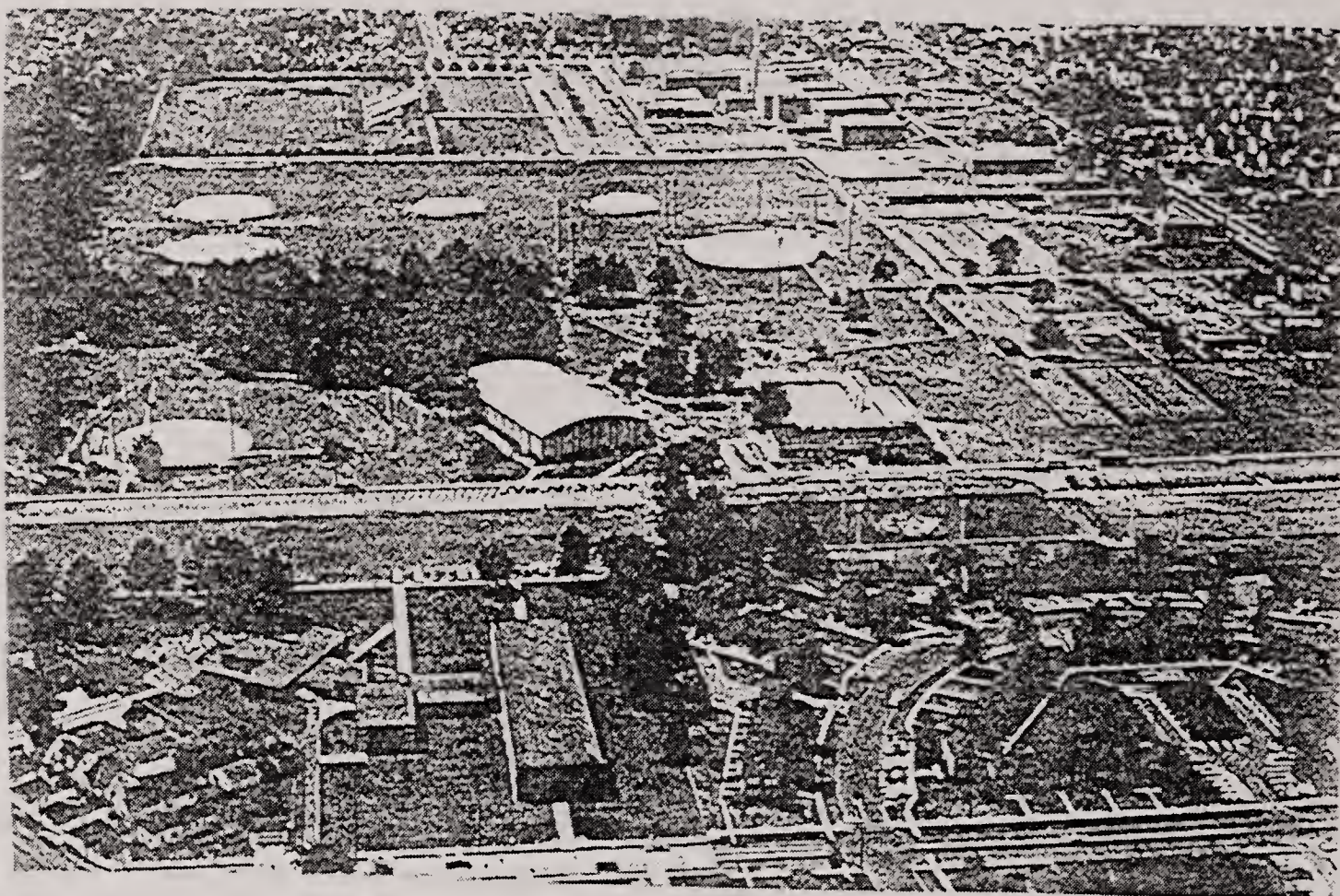
The commission functions as part of the city government, but cooperates fully with the schools and the interest of the general public. It was under these circumstances that the school board purchased 20 acres of the 74 the recreation commission held. It was the school boards desire to build a new high school on the property which would then consolidate both Shore and Central.

When Ralph Hill was elected First Ward Councilman, Mr. Clifford Orr became recreation commissioner and is given credit for much of the improvements made at Memorial Park and around the city. Included in the park are baseball diamonds, municipal arena, swimming pools, numerous sporting facilities and picnic areas. Around the city, at various locations, are 14 playgrounds, 4 heated pools, ball diamonds and tennis courts, most of them close to or on school property but closely watched over by the recreation commission.

In the past fifty years or so, Euclid has built upon virtually every open space that was available at the time. It has left very little open space where one can go and simply commune with nature and not be bothered by the hustle and bustle of city life. One of the few places which is evolving is at East 231st Street and Lake Shore Boulevard, north of the Boulevard and known as Sims Park. It is located on the estate of Mr. Albert Henn who passed away in 1947 and which the city eventually purchased. Extensive work has been done on the Henn Mansion so that it is now available for both private and public functions. Constant repairs and upgrading will make it a center piece of the property for many years to come. The grounds appear to be untouched, but extensive work has been done to make it appear that way and it appears to be in a very passive, tranquil state for all to enjoy.

At Highland Road and Euclid Avenue is the Euclid Creek reservation, operated by the Cleveland Metropolitan Park Board and is a portion of the Emerald Necklace encompassing much of Cleveland. The park is open during the daylight hours only, but is open year round. Because the park stretches through much of Euclid it has become a mecca for those who like to jog or sit quietly and enjoy nature. Its extensiveness allows for any number of wildlife and birds, usually not found in a more urban areas.

The idea of the MetroParks was the work of William A. Stinchcomb. He began the purchase of land in Euclid in 1917, which was at the height of World War One. Naturally there was a great hue and cry about spending taxpayers money on land some eight or nine miles from downtown Cleveland and many considered it a poor financial investment. However, Mr. Stinchcomb's vision has turned out to be one of the better investments made and today there are some twelve parks circling the City of Cleveland and known as the Emerald Necklace.



Memorial Park. East 222nd Street is to the right and near the top is Euclid High School. In the lower left, the building is Memorial Elementary School.



Euclid Park Clubhouse, built in 1933-1934 with money from the Works Progress Administration. It is still in excellent condition and serves the citizens of Euclid for numerous private and public functions.

From the 1926 Street Directory for the City of Euclid
Some of the streets that have had a name change.

| Old Name | New Name | From | To |
|----------------------------|-------------------------------|---------------|---------------|
| Fuller and Faxton Avenue | Fuller Avenue | E. 200St. | E.222 St |
| Lake Avenue | Lake Shore Blvd. | E. 185St | County Line |
| Salt Works Road | Lloyd Road | North Line | East Line |
| Maple View Drive | Pasnow Avenue | E. 185ST. | E. 200St |
| East Miller Avenue | Miller Avenue | E.200St | E. 224St |
| North Euclid Avenue | Newton Avenue | LSB | E. 200St |
| Pond and Ball Avenue | Ball Avenue | E.200St | E. 222St |
| Parkview Drive | Beachview Drive | Forest Rd. | Glenridge Rd. |
| Buena Vista Park | Buena Vista | Grand Bl. | Upper Terrace |
| Buffalo-Cleveland Road | | | |
| Main Road | | | |
| Main Avenue | | | |
| Euclid Avenue | Euclid Avenue | West Line | East Line |
| Shore View and Park Avenue | Shore View Drive | E.246 St. | E. 273 St. |
| Westport and Brewer Avenue | Westport Avenue | E.200 St. | E. 222 St. |
| Gardner Road | East 185 th Street | South Line | North Line |
| Dundee Avenue | East 189 th Street | Meredith | Newton |
| Fern Drive | East 190 th Street | Newton | S. Lake Shore |
| Orr Avenue | East 190 th Street | Lake Shore | North Line |
| Guymont Avenue | East 191 st Street | Lake Shore | North Line |
| Azalea Drive | East 191 st Street | Newton | S. Lake Shore |
| Seabring Avenue | East 192 nd Street | Lake Shore | North Line |
| Clifton Street | East 193 rd Street | Tyronne | Naumann |
| Orchid Drive and Cromarly | East 193 rd Street | S. Lake Shore | Meredith |
| Lamb Avenue | East 193 rd Street | Euclid Ave. | Superior |
| Frizzell Road | East 194 th Street | Lake Shore | North Line |
| Marigold Drive | East 194 th Street | S. Lake Shore | Newton Ave. |
| Iddings Avenue | East 195 th Street | Euclid Ave. | Superior |
| Eastlawn Drive | East 195 th Street | Lake Shore | Newton Ave. |
| Locust Avenue | East 196 th Street | Euclid Ave. | Superior Ave. |
| Garland Drive | East 197 th Street | S. Lake Shore | Newton Ave |
| Cut Road | East 200 th Street | Lake Shore | Chardon Rd. |
| Dell Road | East 202 nd Street | E. 201 st. | E. 203 st. |
| Park Road | East 203 rd Street | Lake Shore | E. 202 st. |
| Arcadia Road | East 204 th Street | Lake Shore | North end |

| Old Name | New Name | From | To |
|--------------------|-------------------------------|----------------|--------------------------|
| Cushman Road | East 204 th Street | Euclid Ave. | Superior |
| Mach Avenue | East 206 th Street | Lake Shore | North End |
| Edgewater Drive | East 208 th Street | Lake Shore | Edgecliff Bl. |
| Kenwood Drive | East 209 th Street | Lake Shore | Edgecliff Bl. |
| Woodview Drive | East 211 th Street | Lake Shore | Edgecliff Bl. |
| Chardon Road | East 211 th Street | Lake Shore | S. Lake Shore |
| Oakleigh Drive | East 212 th Street | Lake Shore | Edgecliff Bl. |
| East Street | East 212 th Street | Euclid Ave. | North Line |
| Elbury Drive | East 213 th Street | Lake Shore | Edgecliff Bl. |
| Edgemer Drive | East 214 th Street | Lake Shore | Edgecliff B. |
| Elm Street | East 214 th Street | Euclid Ave. | North Line |
| Midland Road | East 215 th Street | Ivan Ave. | Priday Ave |
| Pinehurst Drive | East 216 th Street | Lake Shore | Edgecliff Bl. |
| Canal Street | East 216 th Street | Miller Ave. | North Line |
| Asheville Drive | East 217 th Street | Lake Shore | Edgecliff Bl. |
| Clifton Street | East 218 th Street | St. Clair Ave | North Line |
| Shore Haven Drive | East 219 th Street | Lake Shore | Edgecliff Bl. |
| Bayard Road | East 219 th Street | Lake Shore | South Line |
| Bell Avenue | East 219 th Street | Euclid Ave. | North Line |
| Park Avenue | East 220 th Street | Lake Shore | North Line |
| Beck Street | East 220 th Street | St. Clair Ave. | North Line |
| Eastbourne Avenue | East 221 st Street | Euclid Ave. | North Line |
| Bliss Road | East 222 nd Street | Euclid Ave. | Lake Shore Bl. |
| Quentin Drive | East 223 rd Street | Chardon Rd. | E. 225 th St. |
| Donald Avenue | East 224 th Street | Chardon Rd. | Hadden Rd. |
| Noble Beach Avenue | East 225 th Street | Lake Shore | North Line |
| Kermit Drive | East 225 th Street | Chardon Rd. | North Line |
| Sunnycliff Drive | East 226 th Street | Lake Shore | Edgecliff Bl. |
| Lawrence Avenue | East 227 th Street | Chardon Rd. | North Line |
| Edgemere Drive | East 228 th Street | Euclid Ave | North Line |
| Republic Avenue | East 232 nd Street | Arms Ave. | Babbitt Rd. |
| Brainard Road | East 233 rd Street | Chardon Rd. | South Line |
| Liberty Avenue | East 236 th Street | St. Clair Ave. | Babbitt Rd. |
| Chelsea Avenue | East 237 th Street | St. Clair Ave. | Babbitt Rd. |
| Idlewild Drive | East 238 th Street | North Line | South Line |
| Independence | East 239 th Street | St. Clair Ave. | Babbitt Rd. |
| Cambridge Drive | East 243 rd Street | Euclid Ave. | South Line |
| Erievue Road | East 245 th Street | Lake Shore | Shoreview Ave. |

| Old Name | New Name | From |
|-----------------|-------------------------------|----------------------------------|
| Beachview Road | East 248 th Street | Lake Shore Blvd. To Shoreview |
| Johnson Road | East 250 th Street | Lake Shore Blvd to St. Clair Ave |
| Parkhurst Road | East 253 rd Street | Briardale to Shoreview |
| Evergreen Drive | East 254 th Street | Euclid Ave. to Babbitt Road |
| Eastdale Road | East 257 th Street | Lake Shore Blvd, south |
| Upson Road | East 260 th Street | Lake Shore Blvd to Euclid Ave. |
| Overlook Road | East 266 th Street | Lake Shore Blvd to south end |
| Erieside Road | East 267 th Street | Lake Shore Blvd to north end |
| Oliver Street | East 270 th Street | Lake Shore Blvd. To Forestview |
| Perry Street | East 272 nd Street | Lake Shore Blvd to north line |
| Hardwick Road | East 273 rd Street | Forestview to south line |
| Parmelee Drive | East 276 th Street | Lake Shore Blvd. To south line |
| Glenside Drive | East 280 th Street | Lake Shore Blvd. To north line |
| Church Street | Chardon Road | Euclid Avenue to Nottingham |

Arms Avenue Named for Dr. Arms whose farm covered this area

Bishop Road

White Road

Both Mr. Bishop and Mr. White moved into the area from Cayuga, New York about 1850 and purchased land on the roads now named for them.

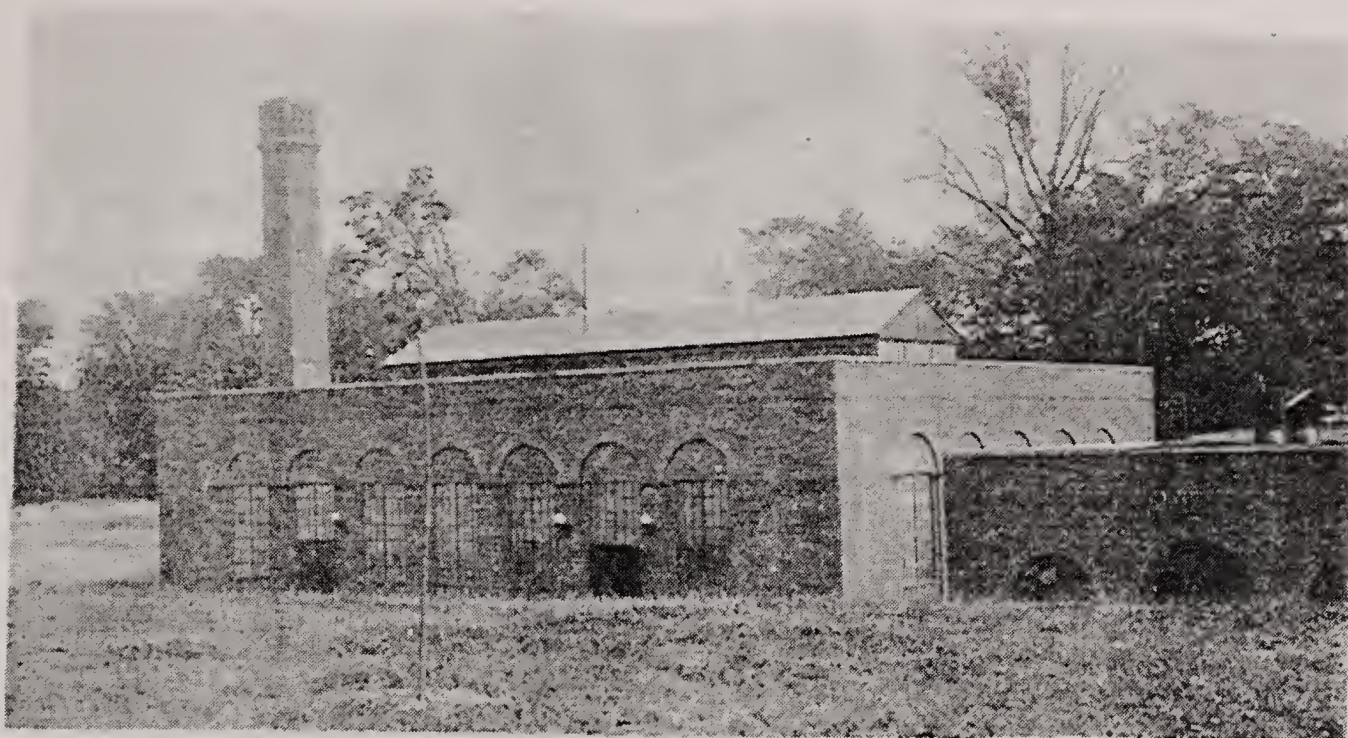
Many of the roads, streets and avenues in the City of Euclid are named after the builder of the homes or the owner of the property when the allotments were set down on paper. As subdivisions came into existence they needed a name and the developer of the property often used his own name or a relatives. A few examples.

| | |
|-------------------------------------|--|
| Pasnow Avenue | Named after Lena Pasnow |
| Milan Avenue | Builder Milan Kapel |
| Chickasaw Avenue and Shawnee Avenue | Local Indian Nations |
| Priday Avenue | Owner of the land, Fred Priday |
| Tracy Avenue | For Frank B. Tracy - School Trustee |
| St. Clair Avenue | An early Ohio settler - Arthur St. Clair |
| Mavec Avenue | For builder - Frank Mavec |
| Zeman Avenue | For Sidney Zeman |
| DeVoe Avenue | For the early settlers of the DeVoe family |
| Wilmore Avenue | The Wilmore Realty Co. |
| Naumann Avenue | William G. Naumann - developer |

Euclid is one of the few cities to operate its own sewage disposal plant. It is located north of Lake Shore Boulevard at the foot of East 222nd Street. Completed in 1925, it took the affluent of a number of other cities to the south of us. In that same year, an incinerator was built at East 260th Street and Lakeland Boulevard. Between the sewage disposal plant at East 222nd Street and the incinerator at East 260th Street, was an 8" pipe. After removing as much liquid and other materials from the sewage, the sludge was then pumped to the incinerator and burned. What was left was minimal and simply hauled away. When the pipe became clogged, a 'rabbit' (a small mechanical device) was put in the pipe and forced through to the other end to clean it out. Water and air pressure forced it through the pipe and when the pipe was considered clean, the rabbit was taken out. Today, the rabbit has been retired and high pressure water is forced through the pipe to keep it clean.

When the population of the city increased, the old sewage incinerator was found to be inadequate and in 1957 a new sewage incinerator was built for \$750,000. This new plant went active in 1958. The new sewage incinerator was (and is) located near the Interstate on the North Marginal Road. This sewage incinerator is not to be confused with the garbage incinerator built in 1960-1961 and located on the same piece of property. The garbage incinerator continued to function for a number of years until 1978 when the Environmental Protection Agency said that it must be updated in so far as the emissions were concerned. However, it was at that precise moment in history that the city was low on funds and could not afford the \$3,000,000 needed for this upgrade. In 1980 it re-opened for about eight years and when more and more EPA standards were demanded, the plant was shut down for good. The garbage incinerator sat for a number of years, empty, until it was decided in the mid-1990s to tear it down. The sewage incinerator is still active.

The sewage disposal plant at East 222nd Street, started out as a fair size building, but has expanded as the population of the city grew. Additions have been made and it is now an almost self-contained unit, doing all of the sewage processing needed before being sent to the incinerator at the freeway and the north marginal road which burns this sludge. It is then trucked out to a landfill. For a number of years, this sludge was given away for gardens and lawns, However, the EPA no longer allows that. No human sludge is to be used where things grow for human consumption.



Original Sewage Disposal Plant at the foot of East 222nd Street. Built in 1925



Incinerator Plant, St. Clair Avenue



A view, looking north, of the new and updated sewage disposal plant

Euclid Village Council, realizing that a water system was necessary in order to develop allotments and to entice industry into Euclid, instructed the Village Engineer F. A. Pease on September 10, 1906, to investigate and report to council the feasibility of establishing a water works system, the amount of water needed to supply the village and the best method of distribution. Even though this plan failed, it certainly was a step in the right direction and would be looked at carefully a few years later.

During the later half of the 1920s, Euclid seemed to be expanding at an excellent rate. When people moved away from using their own water from wells dug on the property, the city was obliged to lay down miles of water lines to compensate for the wells that had to be filled in. It is not known why, but the supplier, Cleveland Water Division, simply was unable to keep up with the demand. South of Euclid Avenue, homes were unable to get any water at all during certain hours of the day, and in the lower area from Euclid Avenue to the lake, it was nearly impossible to get water to the second floor.

At certain times of the day, industries had to shut down, pull the fires out of their boilers and then wait until the pressure was back up again. It was an extremely dangerous situation for two reasons. One, was the lack of enough pressure in the fire hoses and hydrants to quickly put out a fire. Second, the city was in jeopardy of losing some, or all, of its industry. When all this was realized by our administration, a deal was struck with Cleveland to build a huge water tank of 1,000,000 gallons, and another was proposed which could hold 2,000,000 gallons. The first one was built and appeared to have solved the problem, higher pressure and no lack of water to the city. It is unknown if the second tank was built. And best of all, neither tank was to cost the City of Euclid any money. By 1935, a pumping station (Nottingham) had been built and solved most of the problems.

Today, 24 inch high pressure water lines run throughout the city and everyone has water. The water in Euclid is still supplied by the Cleveland Water Division, but the more sophisticated methods have solved most of the problems seen in the first half of the century.

However, even the best water lines have a limited life (about 50 years) and many of these lines are now beginning to show their age by cracking and breaking. A program of replacement is now in place, as witness new water lines in Lake Shore Boulevard and East 222nd Street.

The method of heating Euclid homes for the first 125 years or so was quite simple. One used wood or coal in a fire place or stove, which often proved to be unsafe. After the turn of the century, citizens relied on heating oil. The problem with heating oil was that it smelled bad and often left an oily film all over the room which constantly had to be cleaned. For many years people used coal burning furnaces, which were both fairly safe and economical. There were no gas lines feeding each house prior to 1925 and the use of electricity for heating was not perfected enough to be the heating agent of choice.

In the election of 1925, Charles Ely fought hard and long on a platform of having gas installed in the streets and homes of the city. However, he was opposed by those who had money invested in coal, oil or electricity. Ely won the mayoral race and now struck a deal with suppliers to bring natural gas into the city. One segment of the populous was extremely happy about this and that was the home builder. Natural gas was clean, fairly cheap and the realtors could use this as a selling point for the homes they were building and trying to sell. It was also another tool which the city could use to bring industry into the city. Industry realized the advantages of using gas and after World War Two the general public also began to realize these advantages. Nearly every household in Euclid soon changed over to using natural gas instead of coal.

It is a truism of life that what you can't see, you seldom think about. This is especially true about the sewers and waste disposal plant here in the City of Euclid. To the majority of the people it is a repugnant subject, that is until it doesn't work. Then it becomes a matter of heated debate. The history of sewers, or waste disposal goes back to ancient times. However, today's disposal is far more efficient and doesn't smell quite as bad.

Before the advent of sewers and a method of disposing of the waste, people used out houses or septic tanks. Out houses were simply moved from one area to another as the need arose, while the septic tanks had to be cleaned every few years by the honey dipper. There are still dozens of septic tanks left here in Euclid, none of them being operational.

Because Euclid used to be a farm community and houses were quite far apart, sewers were not put in until about a century ago and then only in those areas which had enough houses to warrant the cost. In the early 1900s when sewers were finally put in, the only place to put this 'matter' was in Lake Erie and the lake became a cesspool of bacteria and disease. In 1925 a sewage disposal plant was built between Lake Shore Boulevard and Lake Erie at the foot of East 222nd Street. The new plant now began the process of treating the sewage before it was dumped into Lake Erie. Since the plant could extract and treat the sewage, it made a significant difference in the quality of the water in Lake Erie.

Between 1925 and 1935, Mayor Charles Ely was able to nearly complete the sewer system on every dedicated street in the city. It made a great deal of difference to the home owner, the realtor and to industry, because it became a major selling point for land in Euclid. Addressograph-Multigraph pointed out to the administration that the sewers, water, electrical utilities were the main selling points for their locating in the city of Euclid.

After the second world war ended there was a tremendous boom in building houses. Every house needed a storm and sanitary connection to the existing sewer line and every one of those led to the old 1920s disposal plant. Two major items were now needed, larger sewers and a larger disposal plant. Streets were torn up and new sewers put in place, both storm and sanitary. Storm sewers were no problem since this was only rain water and could be dumped into the lake without too much ill effect. Some of these sewers were five and six feet in diameter (East 222nd Street Storm sewer is 72" in diameter), since they had to carry the rain run off from different communities up the hill. In 1952-1953, a huge storm sewer was put in, (12 feet in diameter at Lake Erie), down East 260th Street to Forestview Avenue, to Lloyd Road and then out to the lake. It has enough capacity to cover one-third of Euclid, plus Richmond Heights. A Joy mining machine (most often used in coal mines), was used to cut through the shale found just a few feet down. But shale has a tendency to fracture and there were at least three major cave-ins. No one was hurt and the mining machine was not harmed, despite estimates that the shale block which had slipped weighed over 100 tons. When a problem arose about flooded basements during a heavy rainfall, retaining basins were put in at East 222nd Street and Euclid Avenue and another at the freeway and Euclid Avenue. This held the excess water back so the sewers in place could handle it. When the rain stopped, the retaining basins were then opened slowly.

Sanitary sewers must be monitored much closer than storm sewers in order to try and avoid any form of pollution. It was then determined that a new sewage disposal plant was needed and in 1960 a new plant was built next to the old one at the foot of East 222nd Street (Cost: \$5,500,000). This new plant had three times the capacity of the old one and was far more efficient. It could process some 25 million gallons of sewage each day and bring the sewage down to where it was 99% pure. The City of Euclid has taken great care in the processing and disposal of sewage and should be commended for their foresight.

When David Dille moved to Euclid in 1803, Euclid Avenue was merely a path through the woods. A few miles north was another path which the Indians used and now known as Lake Shore Boulevard. By 1810, Euclid Township could boast of a population of 115. The township records which were begun in 1810, clearly state that there were six highway districts within the township and resident men were to supervise their upkeep. It was the duty of this supervisor of highways to see that his district highways were kept free of bushes and trees and where ever possible, widened to allow more traffic for horses and wagons.

After 1856 a new idea came into vogue and that was the plank road. Euclid Avenue from East 212th Street to (and beyond) the border of Wickliffe was a plank road. By 1903 when we were incorporated as a village, Euclid Avenue, Lake Shore Boulevard, St. Clair and a few other streets received some form of permanent pavement such as brick or macadam. Concrete came along a few years later.

About 1925 when Euclid's population was about 5000, those who knew the Village at that time would recall that there was but one properly improved street within the Village limits, and that was Euclid Avenue. Lake Shore Boulevard, East 185th Street and St. Clair Avenue each had a narrow strip of pavement on one side of the road only and for many days out of the year this was nearly impassable. East 222nd Street had a worn-out concrete pavement in such bad condition that it was often avoided to prevent actual damage to cars and trucks. Babbitt Road and East 200th Street were unimproved. Lake Shore Boulevard and Euclid Avenue also had the interurban running along one side of the right-of-way and that was to be avoided at all cost.

By 1935 nearly every one of these streets were paved and one of the major reasons why was to satisfy truckers demands to reach the growing number of industrial plants springing up between the two railroads. These same industries were paying a great deal of taxes which made the money available for such improvements. The City of Euclid grew into one of the premier small cities in the country because it had a strong industrial base.

In 1964-1965 a super highway was put through the city, I-90. Railroad crossings at Babbitt Road and East 222nd Street were eliminated and the old street pavements were torn up and new concrete streets put down in their place. Today it is necessary to re-pave streets and highways rather than building new ones, but even re-paving cost an extraordinary amount of money and with many of the large industrial complexes no longer in Euclid, the burden of caring for the streets of the city falls to the home owner.

When people began to arrive in Euclid Township in the early 1800s, there was little here but trees and wild animals. There were no large stores to buy the necessities of life, so you either did without or made these necessities yourself. That included building your own home, usually out of logs cut down to open a field for planting. The very earliest settlers into Euclid came mostly from Connecticut where they had purchased land in the Western Reserve or signed a contract for the land. If they had signed a contract, that contract said that they must clear at least two acres of land and plant a crop, plus begin to build a suitable house. The next year they were to clear five acres of land and finish their house.

The crops which were planted were mostly small grains like wheat, for bread, or corn to feed domesticated animals. If you had no way of grinding the grain yourself, you took it to a mill, the first one of record in the area being along the Cuyahoga River in Newburgh Heights. It was also one of the first industries to begin in the Western Reserve. Most of the industries which grew up in Euclid and around, were based solely on the natural resources of the area.

Another industry which grew rapidly, and early, was salt. Euclid was fortunate enough to have a salt lick or seep, between Lloyd Road and East 280th Street, near Lake Erie. Salt was necessary for preserving meat and fish so one did not run out of food in the winter. Another industry, still prevalent today, are the sugar maple trees in the area that provide the syrup and candy so many citizens wanted. One necessity of life which nearly all the people wanted was tea and it was one of the few commodities that had to be imported into the township.

Euclid Creek in the early 1800s was quite a bit larger and deeper than it is today and abounded with fish. Lake Erie also had an abundance of fish. To reach the fishing beds one required a boat. At Euclid Creek and Lake Erie, boat building became quite a thriving industry. The lumber used was from the trees taken down to clear the land for farming and both small and medium size boats were built. In East Cleveland, about 1850, at Ivanhoe and Euclid Avenue, a tannery was in business. (A tannery is a business that turns animal hides in to leather.) The Gorham Brothers had a basket factory on North Street, but it burned down more than a century ago.

In the 1820s the earliest settlers in Euclid became tired of living in log cabins and wanted the type of house they had left in New England, a frame house. At the foot of Highland Hill, along the Euclid Creek, a dam and sawmill were built. The sawmill operated for nearly half a century and supplied Euclid residents with lumber needed to build their new homes.

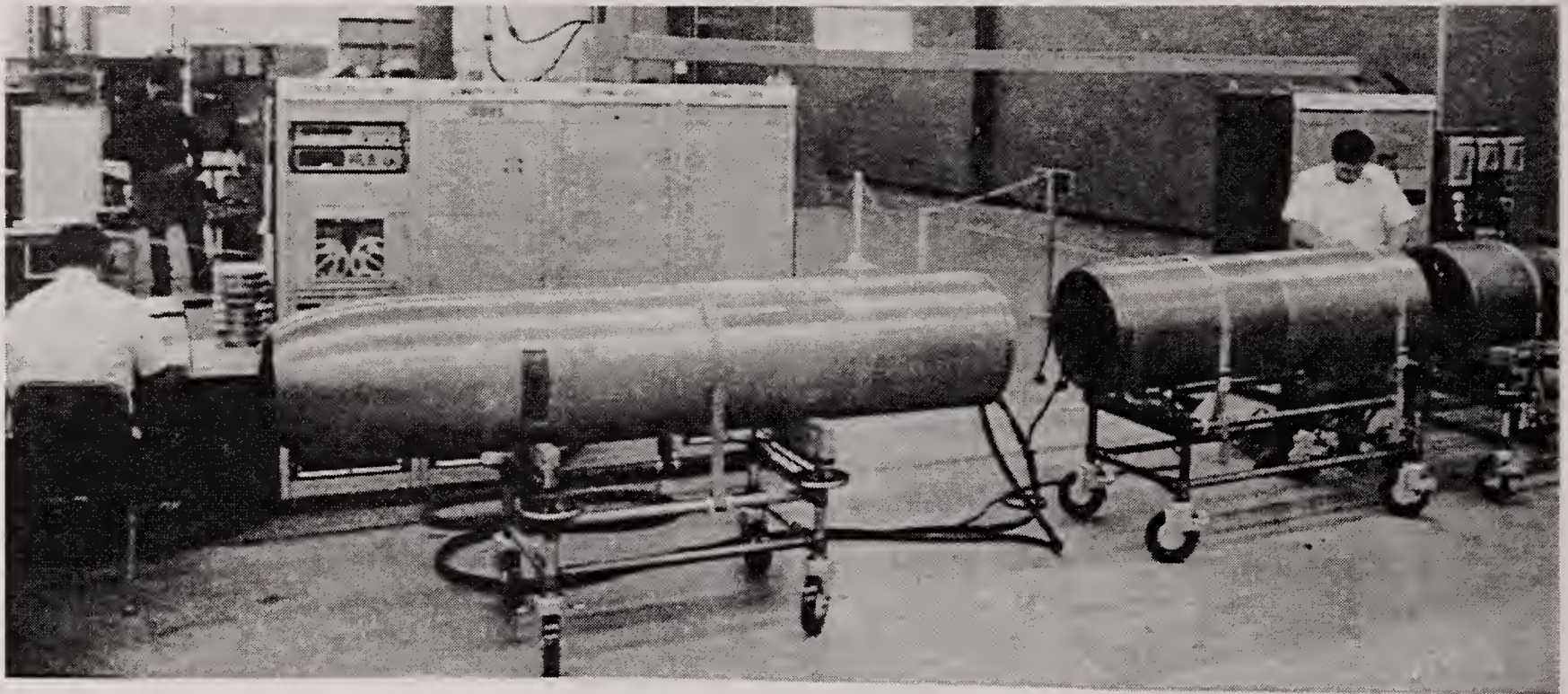
John Chapman, also known as 'Johnny Appleseed', came through this area in the early 1800s and planted his apple trees. It was soon found that the clay soil and breezes from Lake Erie were quite beneficial to growing different forms of fruit. There were plenty of apple and plums in the area, and for a number of years, in the early part of the nineteenth century, there was a brisk trade with the Indians in the west. Honey was plentiful, if you knew how to get it away from the bees and the bears. In the 1840s, grapes were introduced into the area and were found to grow very well. After the Civil War, grapes dominated the scene, but soon after the turn of the century the grape worm began to devastate the vines and within a few years the grape industry in Euclid was completely destroyed. Grapes still grow very well in Euclid, but are now of a hybrid variety and not subject to the vine worm.

Through much of the 19th century, industry in Euclid was still based on the natural resources of the area. About the time of the Civil War, Mr. Duncan McFarland opened the stone quarry on his property at the head of Euclid Creek and just east of Green Road. The bluish tint in the stone caused people to call this type of stone, Bluestone. Most of this stone was used for sidewalks and coping (fancy stone work), while some was used for the facing on buildings, such as old city hall on East 222nd Street. This industry flourished for many years until the introduction of cement. It was such a thriving business that a town was built around it and named Bluestone.

In the 1880s, the genius of Charles Brush and Thomas Edison, discovered a means of creating electricity through the dynamo. This proved to be a second Industrial Revolution and is continuing today. It has allowed us to move away from the dependency on agriculture to a more sophisticated life style. Numerous businesses and industries, relying on electricity or the power that it can create, began to take form in the late nineteenth century. Many of them started in Cleveland, but as they rapidly grew they found the need for more and cheaper land and room to expand. One of the first to take advantage of Euclid's cheaper land was George Armington and his Electric Hoist Company which he moved here in 1909. From that time on there was a steady flow of small businesses and industries moving into Euclid until about 1931 when Addressograph-Multigraph built a massive factory at Babbitt Road and St. Clair Avenue. A few years later Chase Brass and Copper moved here and in the early 1940s, Thompson Products opened for business, the Big Three.

The importance of industry to Euclid has never been questioned and any history of the city should contain all the plaudits it can to those industries. However, to try and write a history, no matter how short, of each industry, would be a book in itself. A short history of some of these industries would be in order and a listing of the others should be sufficient. At the height of industry in Euclid, there were more than 150 industries and even at the turning of the millennium there are well over one hundred.

World War Two brought in a number of industries, such as the Cleveland Pneumatic Aerol Co. which produced parts for aircraft landing gears during the war. The plant was built in 1943 and in 1947 was sold to General Motors and called the Fisher Body plant. Smaller industries, in comparison to the 'big three', moved into Euclid or built here. Why this sudden interest in Euclid, before and after the war? For many years land was fairly cheap here, most of it being converted from farm land. There was a good supply of labor within a few hours (Cleveland and surrounding areas), adequate transportation for the workers to get to the plants and for the plants to be able to ship their goods out. The New York Central and Nickel Plate Railroads, plus Lake Shore Boulevard, Euclid Avenue, Lakeland Boulevard and St. Clair Avenue made transporting goods in and out of the city much easier than many areas that seemed to offer more. Despite our transition from an agricultural community to one of industry we already had adequate sewers, water, electricity and most of the amenities needed to attract both industry and the general population. From the end of World War Two to the mid-1970s, Euclid grew at an outstanding rate and was able to keep up with all of the necessities because of the strong industrial tax base.



INDUSTRY



In the history of Addressograph-Multigraph, we must deal with two companies. The Addressograph idea was the theory of Joseph S. Duncan in 1892. As Euclid and the country grew, especially after the Civil War, the need for communications also changed. People began to move from the farm to the city and with this influx of people came the need for better and more efficient ways to run a business.

As we industrialized, there became a major division in labor and as each person did his specific job, the need for instructions increased. Once done by word of mouth, the large number of people involved now, dictated the need for paper instructions which would be exactly the same for each person involved.

The need for a mechanized method of printing these instructions and seeing that each person had his own copy became critical and man's ingenuity has always answered the call. Sending out hundreds, perhaps thousands of letters, each one the same, demanded a better way of doing than by hand. Duncan's idea was to make a permanent name and address for each customer and which would be exactly the same no matter how many times it was used. His solution was to make a rubber stamp on a continuous link belt. Feed the envelope in, advance to the next stamp and envelope and you had an absolute, repetitive addresses for each customer.

In Cleveland, Ohio, a young salesman named Harry C. Gammeter came up with the idea of duplicating standard letters, instead of having numerous typist, typing exactly the same letter over and over. With the help of Henry C. Osborne, a model of a duplicating machine was patented on March 10, 1903. The American Multigraph Company was incorporated in 1902 and the first machine made in 1904.

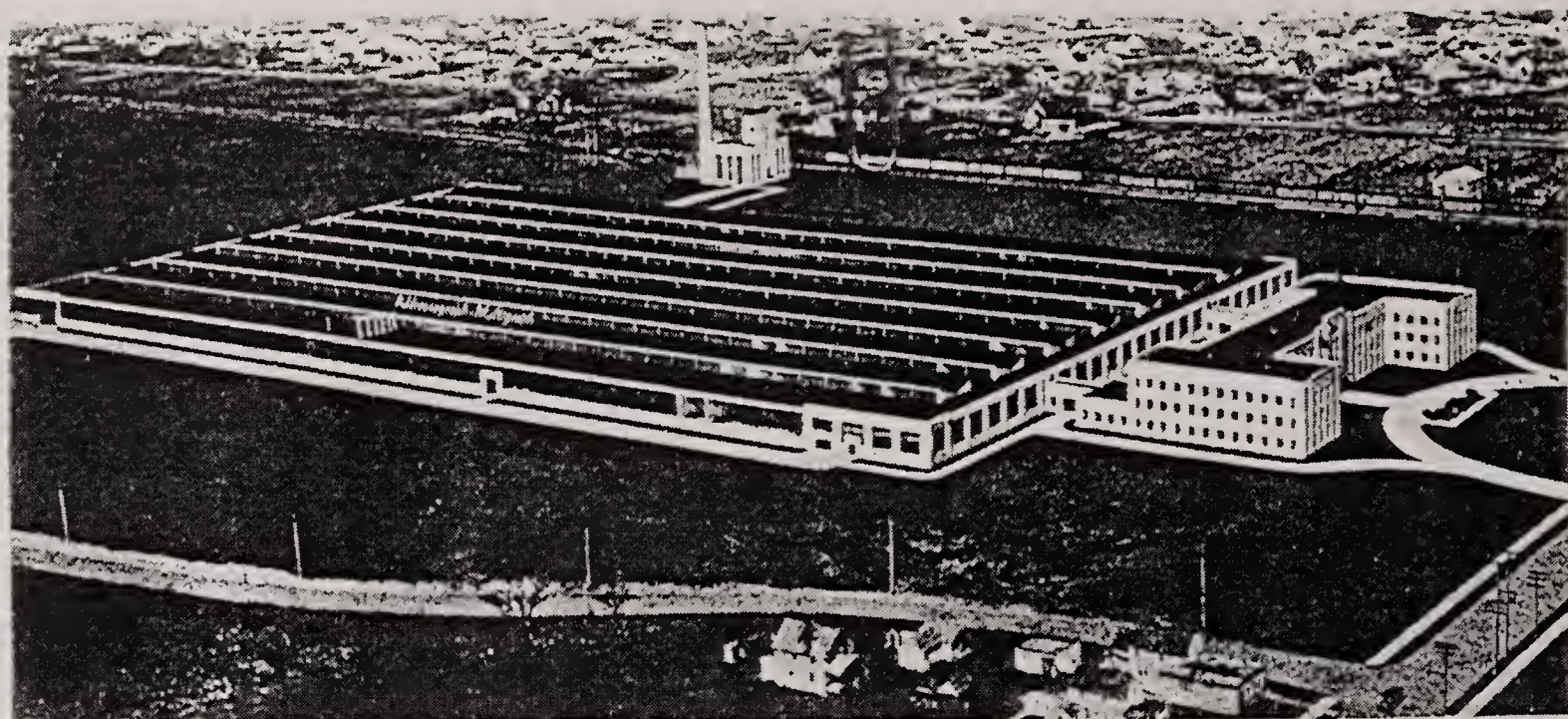
Frank Woods, a noted lawyer and entrepreneur bought out the Addressograph Company in 1927. A cracker-jack salesman named Rogers was made president and it was he who saw the comparison between the Addressograph business and the Multigraph business. So, in 1930 the two companies merged and in 1931-1932 a new, huge facility was built in Euclid, Ohio facing Babbitt Road.

One of the slogan's used by Addressograph-Multigraph was:

"Production Machines for Business Records."

A statistical note on one of the reasons Addressograph-Multigraph expanded as rapidly as it did. In 1870 there were 75,000 men involved in virtually all the paperwork for the nation. In 1930 there some 4,000,000 male and females needed to handle the paperwork. By 1948 there were 8,500,000 or 14% of the total workforce.

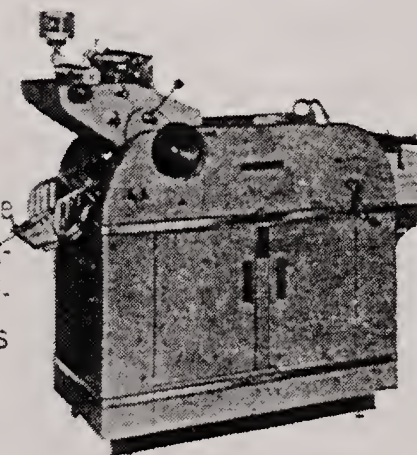
Advancements in technology brought about diversification of the company, but the introduction of the computer caused the company to slowly go down hill and in 1982 they filed bankruptcy. They changed the name to AM International and have slowly made a comeback in its core business, which is basic printing and drafting equipment. However, AM is no longer part of the Euclid scene, but maintains sales offices in nearby suburbs.



Addressograph-Multigraph building at 1200 Babbitt Road in Euclid, Ohio
Torn down in the early 1980s to make room for K-Mart.

Multilith Offset 1250

Most popular offset duplicator on the market today. Whether used as a printing press or for general office duplicating, its quality reproduction has made the Multilith trademark famous.



The Multilith Offset 1250 machine was the work horse for thousands of companies throughout the world and it is known that many of them are still in functioning condition.

Argo-Tech is a very young company, being formed in 1986. When TRW decided to withdraw from the manufacturing of Power Accessories, Argo-Tech was formed to buy it, using the same plant at East 222nd Street and Euclid Avenue and the same machinery. Argo-Tech originally bought three product lines: aircraft fuel pumps, U. S. Navy nuclear power plants and the torpedo propulsion systems. In 1990 they sold the nuclear power plant line and the torpedo systems line and began to concentrate on the fuel pumps.

Michael Lipscomb and 29 others were involved in the original purchase of Argo-Tech and Mr. Lipscomb is currently President and CEO. The company is continually upgrading itself and seeking to diversify by buying companies in the same or similar business. The future outlook for the company looks favorable and it is hoped they will remain the Euclid for many more years. Because of the size of the plant, Argo-Tech has been trying to find other companies that will rent or lease space inside the plant in order to offset some of the expenses.

The Breckenridge Machine Company was started in 1923 on Ivanhoe Road by Mr. Harry W. Breckenridge. Four years later they moved to Euclid and took over the vacant factory of Lennox Chemical Company which had gone out of business soon after the end of World War One.

During World War Two, Breckenridge retooled to make and machine parts for heavy guns and 5,000 pound bombs. They worked an average of 55 hours a week and when the war was over, their backlog of orders kept them on that same schedule for a couple of more years. Much of the machinery they made during the war was sent to England and Russia on the "Lend-Lease" program.

Breckenridge made special machinery for the oil and coal industry, such as pipe threading machines. Their largest could cut threads on pipes up to 13.5 inches. They also manufactured boring machines to bore castings for submarine diesel engines. Much of their work was designed and made to the specifications of the individual company that placed the order, usually for one machine only, at a substantial price.

Chandler Products was begun in the early 1900s by the Chandler family. The original product was the "classic" automobile. Although a very expensive car, the Chandler was made with the utmost care and precision. The manufacturing facilities were on East 131st Street and remained there for many years.

Within the making of the "classic" were certain specialized fasteners and precision components. Once the Chandler auto faded, because of the competition and Americas desire for a cheaper car, Chandler continued to make fasteners.

By 1965, Chandler was bought out by National Screw Company of Cleveland and continues to specialize in fasteners for automobiles, airplanes, large trucks and farm equipment. In 1987, Elgin National Industrial purchased the company, but the fastener division remains here in Euclid on Chardon Road. As a specialized manufacture, Chandler continually must be aware of foreign competition and they hold their own against this competition by supplying the best in their field to their customers.

About 1866, Mr. Duncan McFarland purchased a farm on the eastern slopes of Euclid Creek Valley. Within a year he had discovered a large deposit of a blue-gray sandstone and opened a quarry on the site. Most of the stone taken out would be used for sidewalks. As the need increased for the stone, more and more men moved into the area with their families and the area soon became a small boon town called 'Bluestone.' It had a general store, post office, two saloons, a temperance hall, church and numerous houses and other types of dwelling places.

It wasn't long before four new quarries were opened, one for sidewalks, another for building materiel and the others covering what was needed. The rock was blasted out with black powder in blocks some four feet by six feet by 50 feet and hauled to the sawmills not too far away. There were two sawmills in almost continuous operation from the late 1860's to the turn of the century. Blocks were brought in and cut to the desired shape and size by flat steel bands, raised above the block and then slowly lowered to do the cutting. With sand and water as the means of cooling and reducing friction, the steel bands would slice through the sandstone to the customers specifications.

From 1867 to late in the century, the cut stone was hauled by wagon to the sawmill, using either oxen, mules, or horses. But around 1882 a rail spur was put in place from the Nickle Plate Railroad, north of Euclid Avenue to the quarries. If one is willing to get out of his car and look real hard, sections of that rail line, crossing Euclid Avenue at the Cleveland-Euclid city limits, are still visible in places.

By 1890 there were five quarries in operation and then technology moved in with Channeling machines and a number of men were downsized or laid-off. At the peak of production there were some 400 men involved in this work, mostly with a Swedish heritage. These men wanted a house of prayer and the church was built in 1898. It didn't remain long because of new innovations so that today only the foundation is left, about 200 yards north of Anderson and Green Road, but now covered with grass and brush.

A few years after the turn of the century (1906), the village of Bluestone began to fade away. When it was voted to go 'dry', that seemed to be the last straw and the death knell sounded. Eventually the village was incorporated into South Euclid.

Another cause for the demise of the quarries at Bluestone was the rising industry of cement and concrete, taking the place of the bluestone and seemingly easier to put in place and to maintain. By 1920 only one quarry remained in operation, the others slowly filling with water. In the late 1920's, Cleveland Metroparks acquired a large piece of this property. During the depression of the 1930's, the CCC filled in most of the quarry pits to make the scene look more natural.

However, one of the quarries, on Metroparks property, is still in semi-operation. Some stone is still taken out when Metroparks builds a new building, hoping that the stone taken from their quarry will match the building looks of all the others.



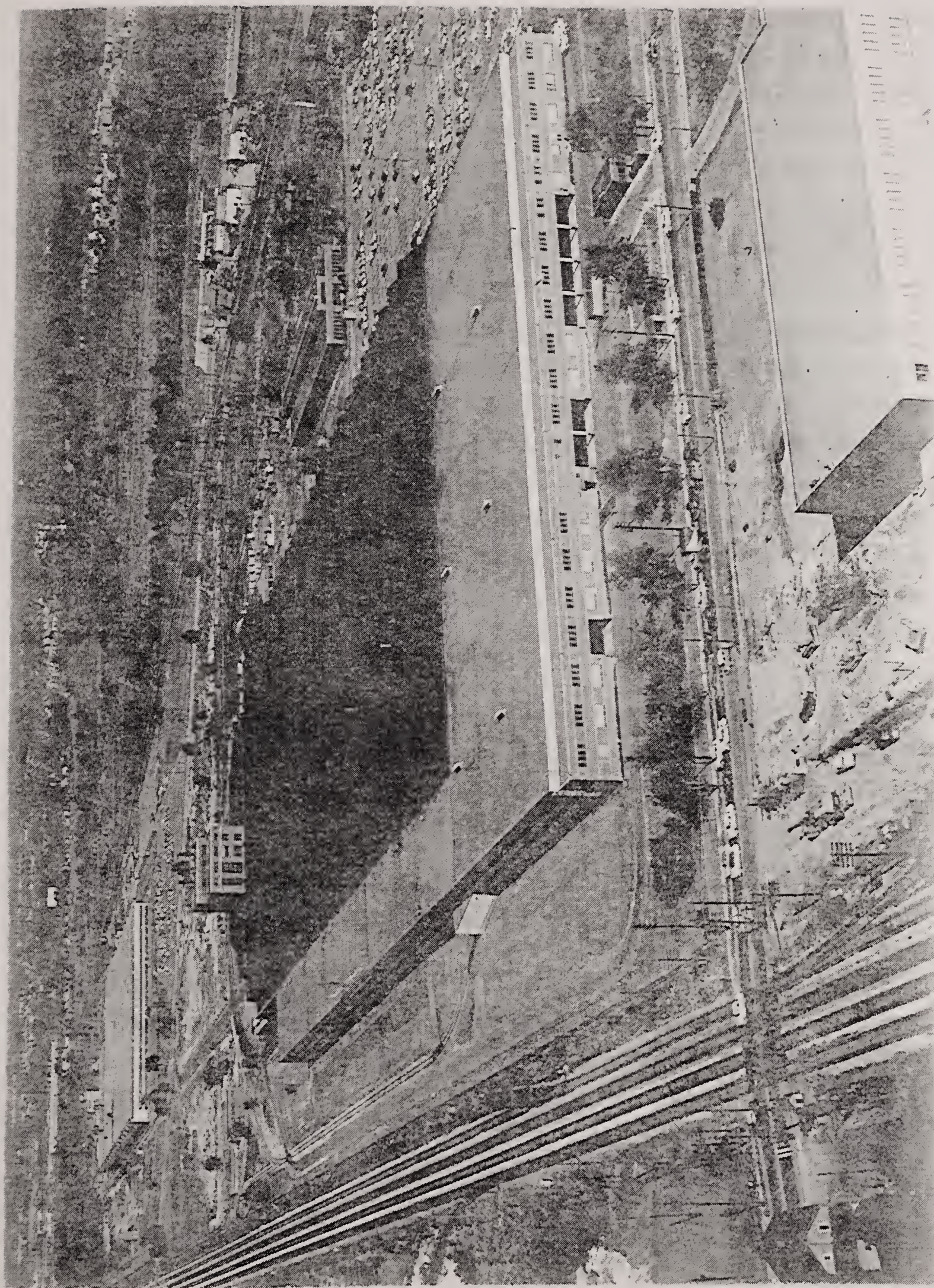
Bluestone Quarry. Bluestone/Green Rds. Circa 1900.

The foundation of Chase Brass and Copper Company was laid in 1876 in Waterbury, Connecticut. A family owned small business, they specialized in buttons, umbrellas and other novelty items. Buying brass from local mills seemed expensive and Chase finally bought its own rolling mill in 1900 and elected to remain in Waterbury. However, business seemed to be pretty good and in 1929 they built a large plant at 1160 Babbitt Road in Euclid, Ohio. It opened for production in 1930 and in that same year was taken over, as a subsidiary, of Kennecott Copper corporation.

In anticipation of war already raging in Europe, a second plant was begun just before December 7, 1941 at 1121 East 260th Street. (The Upson Road plant) At this point, the federal government stepped in and financed the new building. Virtually any metals became paramount to the war effort and Chase Brass was a big supplier of metals. Chase began manufacturing shell casings, plus a number of other items needed for our efforts in the war. In 1942, while the men went off to war, hundreds of positions at Chase and other factories around the States, were filled by young women. And when the war was over and the men began to return home, those jobs held by women were given back to the men. However, it proved to both business and industry there was a place for women in both of these ventures and the women continually have progressed up the ladder. (With still a few rungs to go.)

After the war, Chase bought the factory on East 260th Street from the government in August of 1946. The Babbitt Road plant specialized in tubing, while the Upson Road plant did much of the sheet work. At one time they supplied the sheet copper from which the United States made its pennies. In the 1950s and 1960s, workers and staff members were involved in numerous charitable and philanthropic endeavors, such as raising thousands of pounds of clothing for children in South Korea.

In the 1970s, competition from overseas, began to force a downsizing of both plants. The Babbitt Road plant was struck by the workers in 1973 and the plant never recovered. By 1975 the plant had been torn down and the Euclid Square Mall built in its place. The Upson plant continued operations until 1988, although on a greatly reduced scale. Some 450 employees finally bought the plant to try and save it and changed the name to the North Coast Brass and Copper Company. However, they were unable to make a go of it and in 1990 sold the plant to JPS, a Japanese conglomerate. It is now known as Great Lakes metal, but production is only a small portion of what it had been in its heyday. By the year 2000, the plant was closed and now sits idle.



Chase Brass and Copper Company at 1160 Babbitt Road. This is now Euclid Square Mall. In the upper left is the second plant of Chase Brass at 1121 East 260th Street and, as of this writing, no longer occupied. In the foreground is the office building of Addressograph-Multigraph.

A leader in trenching equipment, the Cleveland Trenching Company began production in Cleveland in 1904. In 1927 the company moved into Euclid and located at 20100 St. Clair Avenue. The following information is taken directly from a Company Overview:

“Cleveland Trencher is one of the world’s leading trenching equipment manufacturers. Located in Cleveland, Ohio, U.S.A., we have been producing top quality equipment in the same location since 1904.

Our products are on the leading edge of trench excavation technology ranging from farm drainage equipment to large petroleum pipeline equipment. We currently have over 9000 of our machines all over the world, used by private contractors and government agencies alike. Our trenchers have trenched in the remotest parts of the world, from the Alaskan Pipeline to Water Rehabilitation Projects in Zimbabwe, and will dig through virtually any substance, including rock, dirt, clay, and roots.

Among our customers are the U.S. Corps of Engineers, the U.S. Navy, and the U. S. Army. We are the primary consulting source on trench digging equipment for the United States Defense Department, and were solicited in 1983 by the United States government to develop guidelines for trenching equipment for the armed forces. The great majority of European and Middle Eastern countries have purchased Cleveland Trenchers, including Turkey, and Pakistan.

Our engineers and management staff have, on the average, over 30 years’ experience in trencher-related technology and manufacturing. Our top engineers and management staff travel all over the world, researching future trenching needs and trends. We work with prospective customers to help them understand the many different possible applications for trenchers, and we assist them in obtaining the best value and most efficient, multi-purpose use from their trenchers.

We are very proud to report that our machines have an average useful lifetime of over 30 years without major breakdowns. We also offer excellent after-sales servicing on each and every machine. We will train new operators until they are capable of operating the machines they bought as well as our most experienced operators, and we do the same for any mechanical staff training needed, if any. Also, because we have so many of our trenchers throughout the world, we are able to mass produce very fair-priced replacement parts that are available for immediate delivery.”

The founder of Euclid Crane and Hoist was Mr. George Armington. Mr. Armington was born on August 3, 1865 in Millford, Massachusetts and graduated from MIT in 1887. He then became professor of Mechanical Engineering in 1889 at the Case School of Applied Science in Cleveland, Ohio. A few years later he left teaching to work for Otis Steel where he was a structural engineer. He then moved to the Phoenix Iron Works where in 1896 he became a director.

Armington's first venture on his own (1897) was the design and manufacturing of hoisting equipment. This first venture didn't succeed and he went to work for the Cleveland Crane and Car Company.

About the turn of the century the Armington family purchased a farm in Wickliffe off Ridge Road. In 1902 Mr. Armington founded the Armington Electric Hoist Company on the property on Ridge Road. The company now succeeded and new quarters were needed. In 1909 he built a new factory on St. Clair Avenue, east of East 200th Street and changed the name to the Euclid Crane and Hoist Company.

His five sons were Arthur (born 1893), Stuart, Everett, George jr., and Raymond. All educated in the field of engineering at Case and eventually joined the business with their father.

Mrs. Evelyn Evans Kubach, a relation of Leonard Evans, has written a short synopsis of Euclid Crane, Eureka Electric and Euclid Savings and Loan.

The men involved with Euclid Crane and Hoist Company during the earliest years, were: George Armington, President and Treasurer, Oliver Hutchinson, Secretary and Assistant Treasurer, and Clark Sommers, Chief Engineer. By 1913 the company had done well enough to employ 15 men.

Christian Rassmusen was a pattern maker and one of the 15 men employed by Euclid Crane. The newest member of the work force was Leonard Evans, who had just recently arrived from England. He was related to Hutchinson's wife and lived with them on Dille road.

In 1915, the Japanese government ordered 60 of Euclid Crane's two and half ton hoists and a promise to buy more. More men were hired and Mr. Evans was moved into the office, he was better with his mind than his hands.

Oliver Hutchinson bought his first car in 1915 and by 1916 realized that some form of traffic control would soon be necessary. He devised a stand, similar to the railway signal, in which an arm would come out with STOP printed on it. At 90 degrees would be another arm saying GO. They had permission to erect this stand at East 55th Street and Euclid Avenue. It was the first road traffic signal in the world but only lasted a few months. Hutchinson planned on a number of improvements to this signal but was drowned on a fishing trip to Canada in April of 1917.

Chris Rassmussen, the pattern maker for Euclid Crane, invented an improved finger for use in streetcar and interurban car controllers. After taking out a patent, he realized he had no money and neither did his friends: Clark Somers or Chuck Ettenger. But Leonard Evans did, and the four of them began manufacturing this finger with the business name of Eureka Electric and Manufacturing Company,

For a number of years the four men worked part-time in their basement, making these fingers. When a large order came in, it became necessary to find larger quarters. Henry Hermle, who lived next door to Hutchinson, had a blacksmith shop on Euclid Avenue. Next to his blacksmith shop was a millwright shop that was now vacant. It had been run by Hermle's father who had recently passed away. The four men rented this building for \$8 a month. Gladys Penning was the book keeper for Eureka, but she lived in East Cleveland. It became necessary for Leonard Evans to make frequent business trips to see Gladys and in four years, Leonard and Gladys were married.

After WWI, business was down and Euclid Crane was near the end. However, they knew they had a far superior product than any other crane or hoist on the market at the time. The basic problem for not selling more was that their control was inferior. Mr. Armington then contacted Eureka Electric which wasn't hard to do since they worked for him at Euclid Crane and asked them to supply this new finger for his controller. The new orders from Euclid Crane meant more space was needed and they found this on Crane's property, a chicken coop and barn at the back of the property.

In 1920, Mr. Ettinger left Euclid Crane to run Eureka Electric full time. The name of the company was also changed to Euclid Electric and Manufacturing Company. By 1926-1927, both Leonard Evans and Chris Rassmussen left Euclid Crane to concentrate their efforts on Euclid Electric. By 1929, business was flourishing and then the depression hit and business rapidly went down. Eventually things began to turn around and by WWII they were working two shifts. As business grew, the barn and chicken coop (with numerous additions) was no longer big enough and in 1947 the business moved to Madison, Ohio. In the early 1960s, the company was bought out by Harvey Hubbell, Inc.

During the early 1920s, there were no banks or financial institutions in Euclid. The Euclid Crane and Euclid Electric needed a bank to do their financial transactions and the employees needed some local bank to cash their checks. Five men, led by George Armington, formed the Euclid Savings and Loan Association. The S and L remained in business until 1931 when President Roosevelt closed the banks. Most depositors of the S and L received eighty cents on the dollar when the S and L closed for good.

Arthur Armington, son of George Armington of Euclid Crane and Hoist, was born in Cleveland, Ohio in 1893. He graduated from the Case School of Applied Science in engineering and joined his father's business in 1915, the Euclid Crane and Hoist Company. Arthur's major interest was in off-road, heavy duty earth moving equipment. Drawing plans and building prototypes took time and each new design and machine was tested on the family property on Ridge Road in Wickliffe. Arthur was using a small portion of the Euclid Crane building during these early experiments.

Independent contractors who specialized in road construction needed an up to date type of scraper. Arthur realized this and tried to meet their demanding specifications. When sales of scrapers began to rise, a new division of Euclid Crane was formed known as the Road Machinery Division. The back of the Chardon Road facility was used for manufacturing. The Road Machinery business continued to grow and finally separated from Euclid Crane and the name changed to Euclid Road Machinery, it was incorporated on July 11, 1931.

The 1920s saw a boon in new and massive projects, such as new and wider roads, earthen dams and numerous flood control projects. The need to move large amounts of earth was seen and A. Armington set about trying to fulfill that need.

Continuous experiments and research, many of them done on the family farm in Wickliffe, led to the production of various types of haulers. Some of these haulers were loaded and unloaded from the side, some from the back, and eventually from the bottom. Arthur, the guiding force for the advancement of off-road machinery, died suddenly in March, 1937.

The Company, in financial trouble because of the economic depression, became more conservative. By 1940, the company had stabilized and was still considered the leader in the off-road machinery business. During WWII, the War Production Board allowed the company to continue making "Euc's" since they were used by the military all over the world.

This demand persisted into peacetime as private contractors found their off-road machinery obsolete and worn out. So, in 1945, the company bought 37 acres on the south-east corner of St. Clair Avenue and East 222nd Street and built the Number One plant, opening in 1946. The plant was doubled in size in 1950 and a large addition made in 1951. Across St. Clair Avenue, on the northeast corner of St. Clair Avenue and East 222nd Street, the E. W. Bliss factory and 35 acres of land was purchased for warehousing and was known as the Number Two plant.

The research and development of larger and more powerful "Euc's" was spurred on by customer demand. Torque converter transmissions and twin engines allowed Euclid to manufacture rear dumps up to fifty tons. By 1951 the number of employees had risen to 1500 as compared to only 400 in 1945, six years earlier. Because of the high demand for "Euc's" in Europe, a new plant was built in Glasgow, Scotland in 1950. Over the next few years the plant expanded to more than four times its original square footage.

Development of "Euc's" now progressed rapidly and the huge earth moving machines which have become such a common name throughout the world were built, researched and developed in Euclid, Ohio. On January 1, 1954, Euclid Road Machinery was sold to General Motors Corporation. This sale, was to the benefit of both, since Euclid Road needed a larger sales field and GM wanted to enter the off-road machinery business.

The company was later sold to Daimler-Benz and after a few years the Number One plant in Euclid was abandoned. It took some time to find a buyer for such a large structure, but when Lincoln Electric made the decision to go back to making electric motors, they purchased the entire complex. The Number Two plant was purchased by Hitachi and was used for sales and engineering. Many of the large "Euc's" being built today are manufactured in Guelph, Ontario, Canada and in Scotland. However, they are now made under the name of TEREX.



Euclid Road Machinery's first wheel scraper. This photograph was taken in 1924 and shot at Euclid Avenue and Chardon Road. There have been a few changes in the area since.

The property on which Fisher Body was built was that same piece of property which caused so much controversy in the 1920s: *The City of Euclid vs. Ambler Realty*. It would appear that after Ambler Realty lost their case to the City of Euclid, they did not go ahead and develop the property the way they had first envisioned. Allowing the land to sit for so long a time, the federal government finally purchased the land and developed it for the war effort.

The building at 20001 Euclid Avenue was begun in late 1941 with money from the federal government. It was built for Cleveland Pneumatic Aeronautical Company to produce landing gears for WWII fighter planes. Another portion of the building was to be used by Pratt and Whitney to build engines for the B-22 bomber. Aeronautical began production in 1943 and continued during the progress of the war. Soon after the war was over it was sold to the Ferguson Tractor Company, but when the partnership with Ford Motor Company fell through, Ferguson sold it to General Motors in 1947. The Inland plant of General Motors began to produce Chevrolet and Pontiac station wagon bodies and some panel trucks. At its peak in 1955 GM employed some 2,958 people.

Beginning in 1960, GM began to make Chevy convertible bodies and in 1966 began to assemble Buick Riviera and Oldsmobile Toronado bodies. In 1970 the plant stopped producing bodies and turned to making trim and upholstery. But the number of employees slowly declined as the plant began to show signs of age. In 1982 it was decided to close the plant. However, concessions and reductions in personnel kept the plant open until late in 1992 when the doors were closed for the last time.

The building sat vacant for a number of years until it was decided to break the 1.05 million square feet into sections and rent each part out. By 1998, Handl-it (a warehouse) was put in, along with a heavy duty machine repair and sales shop. One of the largest renters is called the Euclid Sports Plant which has an indoor soccer field and other sports facilities.

The idea of a glass lined container was originally developed in 1918 and the specialty then was glass on steel for the dairy industry. Storage tanks for milk and glass lined tankers to haul the milk so that it wouldn't be contaminated en route. There was also a need for vats with a sanitary lining for butter and cheese and a number of other perishable foods. Over a number of years, the federal government began to demand safer and more sanitary ways of making products and keeping them safe until they reached the consumer. The first industry was, the dairy industry. But it soon became apparent that chemicals and pharmaceuticals needed to be as clean as possible to avoid any contamination.

After 1936 there was a large demand for this glass lined container product and it became necessary to do far more research and development in the area. Prior to 1936 there had been only a very few companies that had even tried to bond glass with steel and most of the results were not of the highest grade. One small manufacturer was finally bought by Henry C. Osborne sr. and he began to expand their facilities. Mr. Osborne was vice-president of Addressograph-Multigraph at the time and assumed the Board chairmanship of Glascote Co. upon acquisition.

During their expansion period they supplied vats for the soup and beverage industry. During World War Two they were called upon to make specialized equipment for the Manhattan Project at Oak Ridge, Tennessee. This included glass lined vats and even a glass lined reactor.

After the war, Glascote returned to making civilian forms of glass lined containers. Nearly everything is done within the Euclid factory. Raw sheet metal is cut and rolled to form according to the specifications of the customer. The glass comes in chunks and is tumbled into a fine powder and sprayed into the container. It is then heated high enough for the glass to bond with the metal. It is then inspected for bubbles and impurities, ground smooth and then another coat of glass is sprayed in and fired. The containers can now stand extreme heat and the most corrosive of acids.

The company is known throughout the world and is only one of the two companies that specialized in this form of container.

Hidden away near the Norfolk and Western Railroad at the western Euclid city limits, north of Euclid Avenue, is a large industrial plant which few people have seen or know much about. Yet it was an extremely important plant during WWII and up to the year 2000, they made torpedoes for the United States and allied forces. In fact, Northeast Ohio was once considered the Torpedo Capital of the World by government sources. Torpedoes which were self-homing, acoustically guided, were made for nearly fifty years from this plant just off Euclid Avenue, in Euclid.

Beginning in the early 1920's as Brush Laboratories, it soon became Brush Instruments and concentrated their facilities on experimenting with piezo-electricity. (Pressure or stress on crystals which were subjected to a certain voltage). It was these experiments that lead to underwater sound detection in the 1930s and the eventual discovery of SONAR. In the early 1940's the name was changed to the Brush Development Co. and its major development was in the field of sonar, which then allowed the making of a homing torpedo. During WWII and a few years after, the company made great strides in the advancement of torpedo ordinance. In 1953, Brush Development and the Cleveland Graphite Bronze Company merged to form the Clevite Corporation.

As Clevite Corp., personnel at the company began to work on such areas as underwater beacons, navigation systems, mine hunting and marking equipment. They also attempted to create a heavyweight torpedo in competition with Westinghouse. A major innovation by Clevite was the hot-gas form of propulsion which replaced the much slower electric engines. The torpedo had now become a smart, self-guided underwater missile. Then, in 1969, Clevite merged with Gould Batteries Inc. and retained the name of Gould Inc. By 1971 they had obtained a very healthy contract with the government to produce the MK48 Mod 1 torpedo and in the next few years built some 3600 of these torpedoes. However, in order to receive a government contract to produce the MK48, Gould and its engineers had to come up with some very sophisticated advancements. They came up with the MK48 ADCAP. (Advanced Capability).

Westinghouse purchased Gould Inc. in 1988 and began the production of a much lighter torpedo. Argo Tech and Martin Marietta combined with Westinghouse to make the final product. The new weapon and its very sophisticated system was no match for the poorer quality weapons and systems the Russians had and many believe this helped the Russian break the cold war.

In the late 1990s, Northrop Grumman acquired Westinghouse's Defense Division and moved to Annapolis, Maryland. The facility finally closed its doors in April of 2000. But the division did not die quietly. Nearly everyone who did not outright retire, is now working in some related field and keeping a close eye on the government's manufacturing of torpedoes.

The Sun Journal, May 10, 2001, pg. B4. Information supplied to Ray Jablonski by Mr. Dessecker.

A Brief History of the Torpedo Company, by staff members, Presented at their first Reunion.

Mr. Charles K Hill, founder of Hillwood Manufacturing Co., was born in Taunton, Massachusetts on May 11, 1869. He received his early education in the Taunton public schools and at the age of 16 went to work for Caswell Converse and Co. in Taunton. The company moved to Cleveland in 1888 and Mr. Hill accompanied them. Here he finished his education at night school. When the company moved to Cleveland they changed their name to the Honest Count Tack Co. But a few years later they changed the name again, to the H. C. Tack Co. Mr. Hill remained with the company until Atlas Tack Co. bought them out and moved the business to St. Louis.

Mr. Hill and two of his sons decided to remain in Cleveland and begin their own business making nails and tacks of all descriptions. In 1929 they built a fair size industrial plant at 21700 St. Clair Avenue and stayed in business at the same location until 1995 when competition from abroad forced them to shut the doors. When Charles K. Hill died in 1955, his son William became president and was followed by Ralph Hill and then Charles K. Hill II.



Hose Master Inc. was founded in 1982 by Sam J. Fote. The primary business of Hose Master is the manufacturing of flexible metal hose and assemblies for those hoses. Mr. Fote was a tool and die maker and worked on specialty machine building. Feeling qualified to start his own business, he choose Euclid because it had adequate space and was close to the freeway for shipping and receiving. Starting with just five employees, he has brought his company up to nearly 150 people. To give him more room, he leased part of the old Austin Steel Co. on East 222nd Street and has made a number of expansions from that point. The present facilities cover 210,000 square feet.



Mr. Charles L. Kerr was the founder of Krafline Industries in early 1945 and manufactured special military fasteners. When the war ended, the use of this fastener also ended and the company went dormant for a couple of years. Then, in 1947, Mr. Kerr, Gus LaGanke and a few others, revived Krafline and renamed it C. L. Kerr Industries, Inc. They bought out a small hand-screw operation called Luke Machine Co.

In 1943, Lakeside Machine Products Co. was founded by Wilber Gislason and others and became incorporated in 1946. Both companies had different types of manufacturing equipment and were buying and reselling each others product. Finally, it was deemed prudent to consolidate the two and on July 1, 1948, Kerr Lakeside was formed. In 1970 the name was changed to KLI, but this name never caught on and a few years later, in 1976, the name was changed back to Kerr Lakeside.

For a number of years following consolidation, Kerr Lakeside specialized in short run manufacturing of commercial screw machine products. However, during the Korean War, Kerr Lakeside began making much larger quantities of socket head cap screws. But in order to keep up with the competition, new and better machinery had to be bought. Kerr Lakeside also had to diversify and again a large amount of money had to be laid out for the machinery and space, now up to 150,000 square feet.

Beginning at East 61st Street and St. Clair in Cleveland, numerous additions were made or other pieces of property leased or rented as the company expanded. In 1957 a store front on East 222nd Street was used for their office and their first move into Euclid. Finally, in 1963, four acres were bought on Tungsten Toad and a large factory built. Over the years a number of additions have been made until they reached the present capacity. Business was good enough to open a warehouse in Chicago for the distribution of product throughout the mid-west.

Kerr Lakeside employees and administrators have been careful to build their client base on a solid foundation so they can stand against the competition. With this type of forward thinking, Kerr Lakeside should remain in business many more years to come.



John C. Lincoln

Lincoln Electric Company was begun in 1895 by John C. Lincoln. He capitalized at \$200 for the purpose of making electric motors which he had designed. James F. Lincoln, John's younger brother, joined the business as the salesman in 1907. James business acumen must have been pretty good, for he began to take on other products, such as a battery charger for the electric automobile and in 1909 they made their first welding set. Two years later they introduced the first portable welding machine.



James F. Lincoln

John, more interested in the research and development end of the business, turned the company over to James, while John continued to think up new and improved equipment and products.

James was a shrewd and able businessman and made numerous innovations in regards to his employees. He was one of the first (1915) to have group insurance for his workers.

In 1916 Lincoln Electric of Canada was founded for the distribution of its products and in 1917 the Lincoln Electric Welding School was started. By 1922 the welding machines surpassed the electric motor sales. New discoveries were made in the welding rod so that its strength almost reached the strength of the steel itself. Paid vacations were begun in 1923, another first, employees could buy stock in the company. In 1934, at the height of the depression, the Incentive Bonus was started.

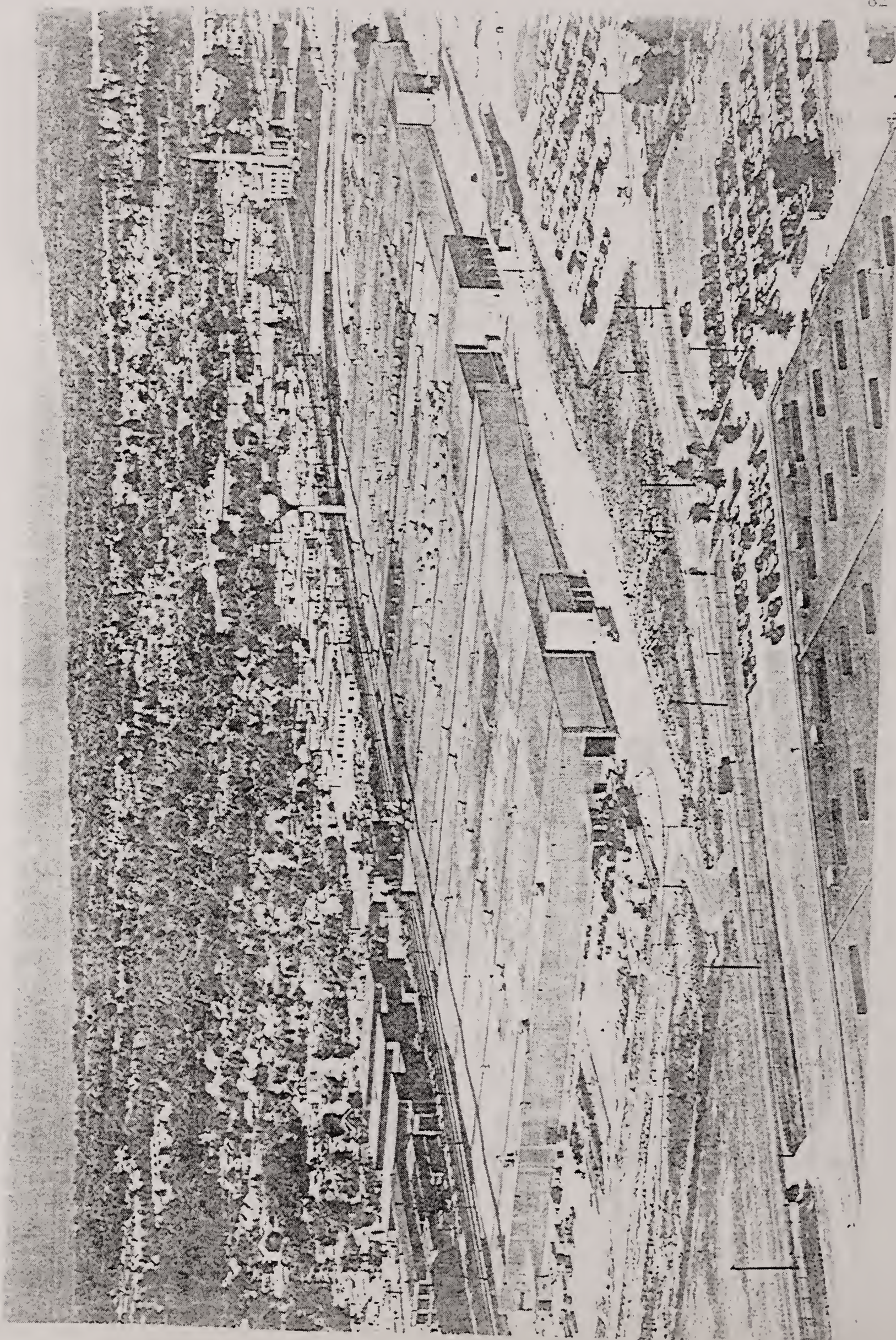
WWII saw the rise of the welded hull for new Liberty ships and Lincoln had a brand new market. But many of the men went off to war to be replaced by women. With sales continually climbing, Lincoln built a vast new facility in Euclid, Ohio. Both John and James continued to expand and make innovations. John C. passed away in 1959 and James died in 1965. But in 1960, the electric motor, which had been the main stay of Lincoln when it began, was returned to the sales brochure.

New blood was added at the top when George Willis was promoted to President. Willis bought or became partners in companies throughout the world, 16 nations in all. Donald Hasting became President in 1986 and in 1992, Frederick Machenback was made President.

In 1994 an extensive new facility was added to the Euclid plant and in 1995 Lincoln Electric Company had its first billion dollar sales year. Anthony Massaro became President in 1996 and CEO. The company continues to grow and prosper here in Euclid and around the world.

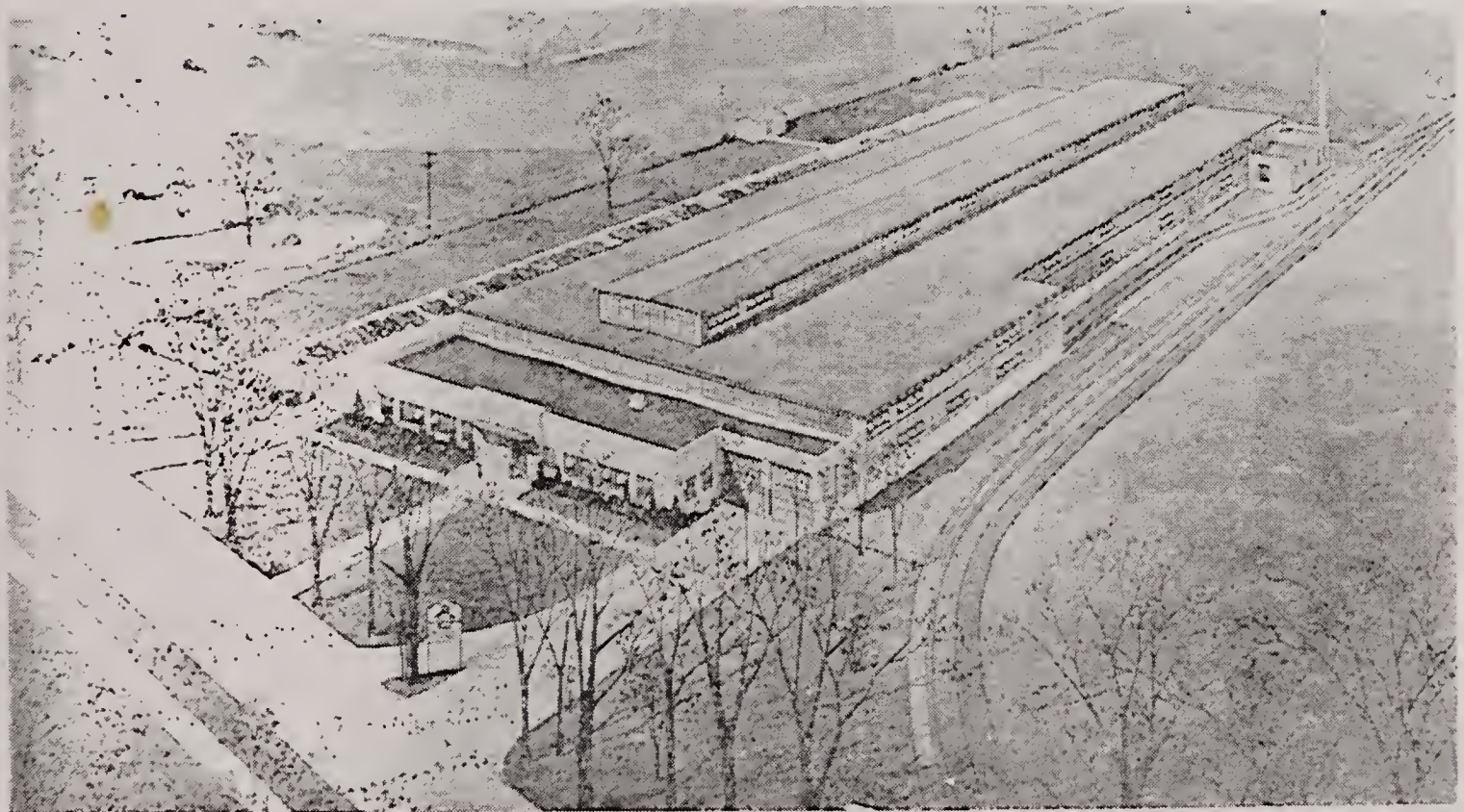
The manufacture of electric motors has been substantial enough that Lincoln purchased the number One plant of old Euclid Road Machinery at East 222nd Street and St. Clair, nearly across the street from their main factory.

On April 1, 1995, Lincoln Electric went public with an issuance of \$100 million dollars worth of non-voting common stock.



Linderme Tube Company was founded in 1927 and has grown over the years to have a building of some 175,000 square feet and employing about 175 people. Their leading product is seamless copper, copper-base alloys, and aluminum tubing. Much of their product is used in air-conditioning and in the refrigeration field. They serve both the industrial and wholesale customers throughout the nation. The company proudly calls the tubing the "arteries and veins" for many industrial processes. The tubing is used in electrical components, thermostatic controls, heating and cooling exchanger's, and lubricating systems. Because they have been in business for more than three-quarters of a century, they have been able to broaden the number of products manufactured and are backed by a firm engineering and design department.

Located in Euclid, Ohio at 1500 East 219th Street, they have been in the same location since going into business. One of the prime concerns with any industrial company is location. Can they ship their product without much trouble. Are they close to railroads and highways? Is the supply of water, gas, etc. sufficient? Is there a base of manpower and brains locally so they don't have to import workers? Euclid satisfied nearly all of these criteria for Linderme Tube and we are proud to call them - neighbor.

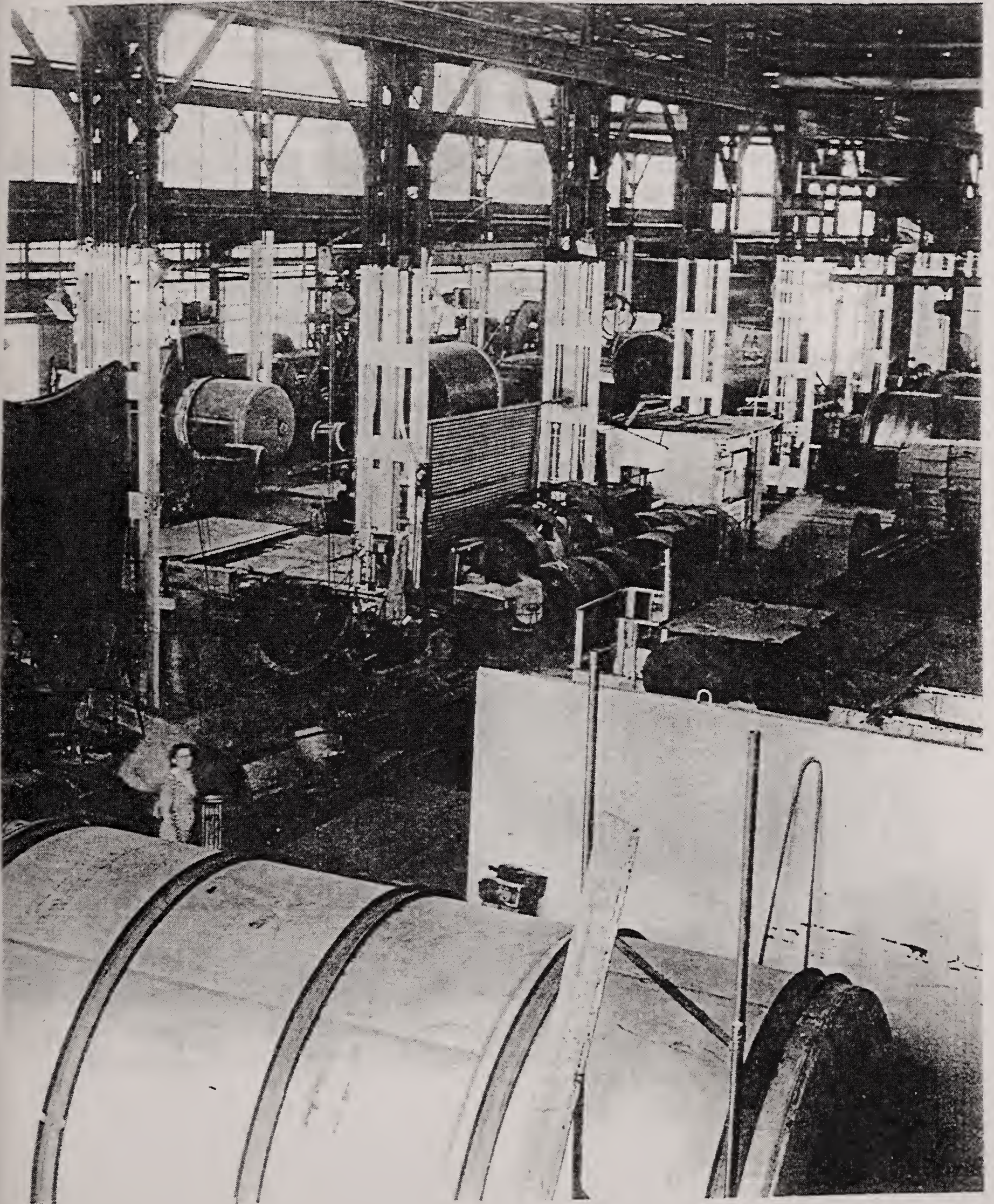


Meyer Products, Inc., on Euclid Avenue and the Cleveland city limits, is essentially involved in the manufacturing of snow plows. Mr. Edward B. Meyer of Newburgh, New York, owned a dairy farm and found it difficult to get from the house to the barn during heavy snow days. He built a wooden plow and attached it to the front of his car. It proved to be too flimsy and so he had a neighbor blacksmith devise one made of steel. This was in 1926 and it worked so well that when local business people saw it, they asked him to build one for them. He had a company in Cleveland make the plows and he did so well he dropped the dairy business and went into making snow plows on a full time basis.

In 1935 he came to Cleveland and began his own manufacturing of plows and in 1944 moved the business to Euclid. Ed's son, Tome, took over the business in the early 1950s and has made the company into one of the largest snow plow manufacturers in the world. In the beginning, this was a seasonal job, but Meyer has spread the load so that he can keep his employees busy nearly all year round.

In the mid-1950s, Meyer saw the opening of the St. Lawrence Seaway as an opportunity to move into the European market. Europe was recovering well from the effects of the war and seemed ready to spend money. It was an ideal situation, sell snow plows to European countries in the snow belt. Because Meyer plows are some of the best made and work to the customers satisfaction, sales have continually risen. In the 1960s, Meyer bought Orville Body and more than doubled their manufacturing space.

One of the reasons Meyer plows are so well liked is that they can be attached to virtually any light, medium or heavy duty truck. Meyer also makes plows for small garden tractors. As more and more plows were seen on the road, garages and landscape businesses found that plowing snow for others was big business and the number of snow plows rose rapidly.



Reliance Electric Co. has been in Euclid for a number of years and specializes in automation equipment, systems and services for industrial applications to increase the productivity of manufacturers.

After the discovery of superconductivity in 1911 by the Dutch physicist Heike Onnes, the world has waited for its use in a practical application. Superconductivity is the freezing of a material to near absolute zero, or about 450 degrees below zero. The lowering of the temperature seems to hold an electrical current in specific metals. However, in 1986, Muller and Bednorz, in Switzerland, found that by raising the temperature to a high degree, electric current remained in a form of ceramics.

Reliance Electric of Euclid, about 1987, decided they would like to try and make a superconductor electrical motor. Every one of the experiments along this line moved the project along, but has not yet been brought to fruition. The hope is to reduce the size of the electric motor and make them more efficient.



TRW was organized in 1901 as the Cleveland Cap Screw Company. David Kurtz was named the first president and he and four others pooled their money to the tune of \$2,500 to begin operations. They opened a small factory on Clarkwood Ave. off Cedar Road in the city of Cleveland, Ohio. The building, recently torn down, was affectionately known as the "Little Brown Hen."

Although it started small, there was quite a demand for the cap screws and the business grew rapidly in the next few years. In 1904, Charles Thompson, a worker at the plant had an idea. At the time, automobile valves were made by cutting away the stock to make the stem of the valve and was therefore made in one piece, this meant a great deal of wasted material. But cap screws were made by welding the head to the body and Thompson believed this could be done with the valves. He took his idea to Alex Winton who was in the automobile manufacturing business. Winton liked the idea so much he bought the Cap Screw business and made Thompson the manager.

By 1908, the company was working full time making valves and changed their name to the Electric Welding Company. With the surge in automobile manufacturing, the Electric Welding Company became the largest maker of valves in the country.

Thompson bought out Winton in 1915 and renamed the company, Steel Products Company. The plant was made larger and soon employed over 600 workers. In 1916 Thompson hired a Harvard graduate named Fred Crawford. The story goes that Thompson didn't hire college men, they were too lazy, but Crawford persisted and finally got a job as a millwright's helper.

Within a year of Crawford coming to work for Steel Products, the United States became involved in WWI. The company now began working 79 hours a week for 12.5 cents an hour making valves for the French 'Spad' and most of the United States fighter planes.

1921 saw the introduction of the Silcrome valve, so rugged it could stand up to the pressure of an airplane motor for more than 300 hours. In 1926, to honor its president, the company received a new name, Thompson Products.

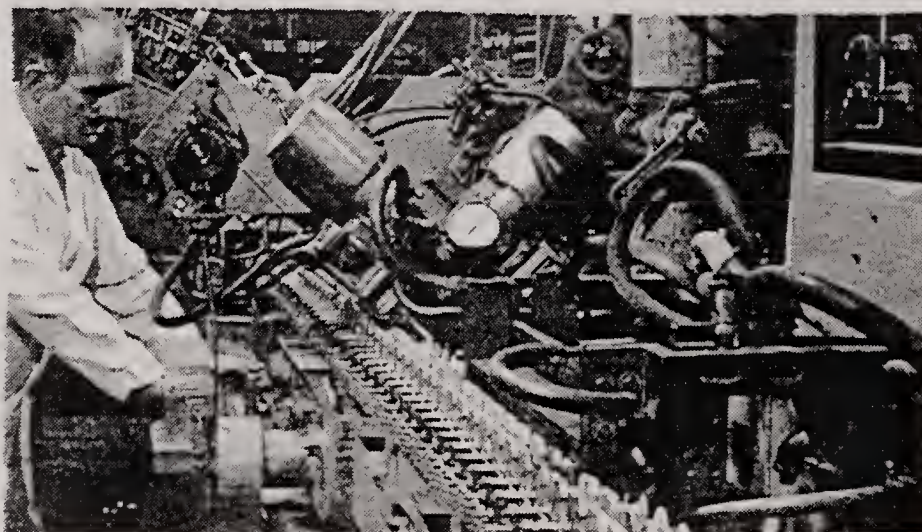
Continuing to make advancements in valve technology it continued to be the leader in that industry. In 1929, President Thompson initiated the Thompson Trophy Races and most of these races would be run at the Cleveland Airport. They were a thrill a minute and tested Thompson's valves to the limit.

When Thompson died in 1933, Crawford was named president. One of his most outstanding attributes was to keep in touch with the workers by walking the floor of the factory and with meeting workers on a one (Crawford) to five (workers) basis as often as possible. Crawford was a veritable business genius and could spot needs in an industry and then try and fill that need. This meant the company was beginning to diversify and that usually means one company can cover another in times of trouble.

WWII began in Europe in 1939 and the need for valves was extraordinary. As the war progressed, the federal government stepped in and purchased land at East 222nd Street and Euclid Avenue. The building was hastily built and on December 2, 1941 the first sodium-cooled valve was made, five days before Pearl Harbor. Work went on inside, even though the factory was not yet complete and the building became known as TAPCO or Thompson Aircraft Products Company. By 1943 there were some 16,000 people at work in the plant.

The Korean Conflict also saw a significant rise in sales and diversification for TAPCO. On the other side of the country, in California, Simon Ramo and Dean Wooldridge, with the backing of Thompson Products, began work on what would be space technology. These two men were in the right place at the right time. Their 'systems engineering' idea was just what was needed by the government to improve their work on the budding, giant industry of missiles. In 1958, Ramo and Wooldridge merged with their parent company, Thompson Products and became Thompson, Ramo, Wooldridge Corporation. That is, until 1965 when the company secretaries got tired of writing out the whole name and shortened it to TRW.

TRW has grown into a Fortune 500 company, but has sold off all of its holdings in the City of Euclid. Its corporate headquarters are only a few miles from Euclid, in Lyndhurst, which was part of the original Euclid Township. In 2002 TRW sold out to Grumman Aircraft and no longer exists.



Frank Zagar and his sister came to the United States with their parents from Austria in 1914, Frank being about two years old at the time. Educated in the local public schools here in north-east Ohio, Frank graduated from Collinwood High School. He then began to work as an auto mechanic, but also went to Fenn College to learn the tool making profession and mechanical engineering. With this education he began work at White Motors where his father was already employed. The Great Depression was still going on and when Frank was laid off it convinced him he must be in business for himself so that he had more control over his own future.

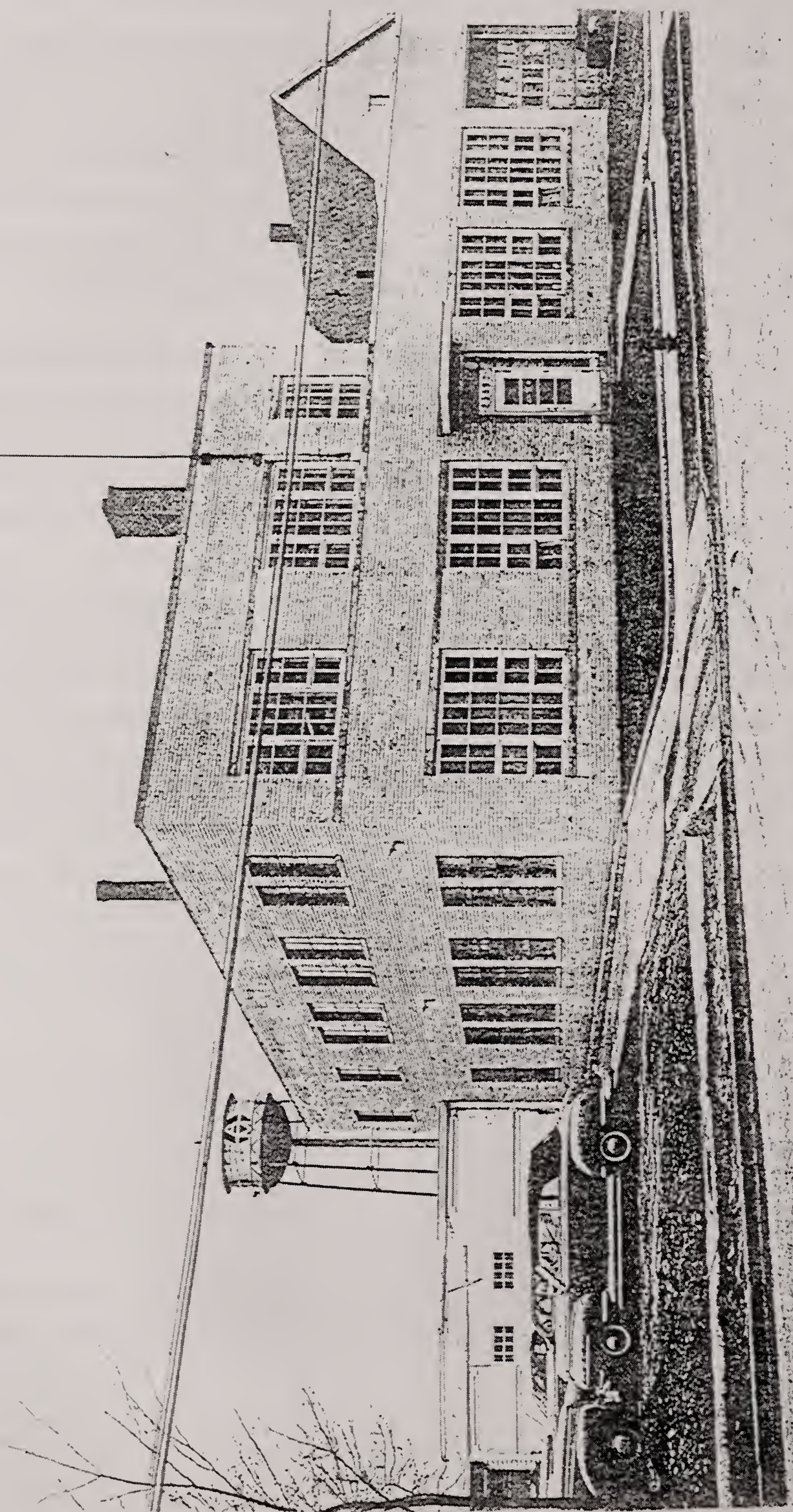
At Fenn College, Mr. Zagar studied Mechanical Engineering and graduated in 1938. He received his ME degree in 1967. In 1934, Frank Zagar and his brother-in-law Frank Zurga started their own business in Zagar's garage. It took four years to move from the garage to Euclid. One of the primary reasons for their success was that Frank Zagar invented a collet, which is a gearless device used to hold bar stock in a machine and can be opened and closed quickly.

The Zagar's moved their business into Euclid, on Lakeland Boulevard in the late 1930s and have remained in Euclid ever since. During the Second World War, much of their business was making collets, an extremely difficult item to manufacture. Although Zagar still makes collets they are not their principal sales item. Their primary sales item is the manufacture of machines that make holes. Just about every device in the world has a hole someplace and when a friend offered them a new 'gearless' drill head design, they bought it.

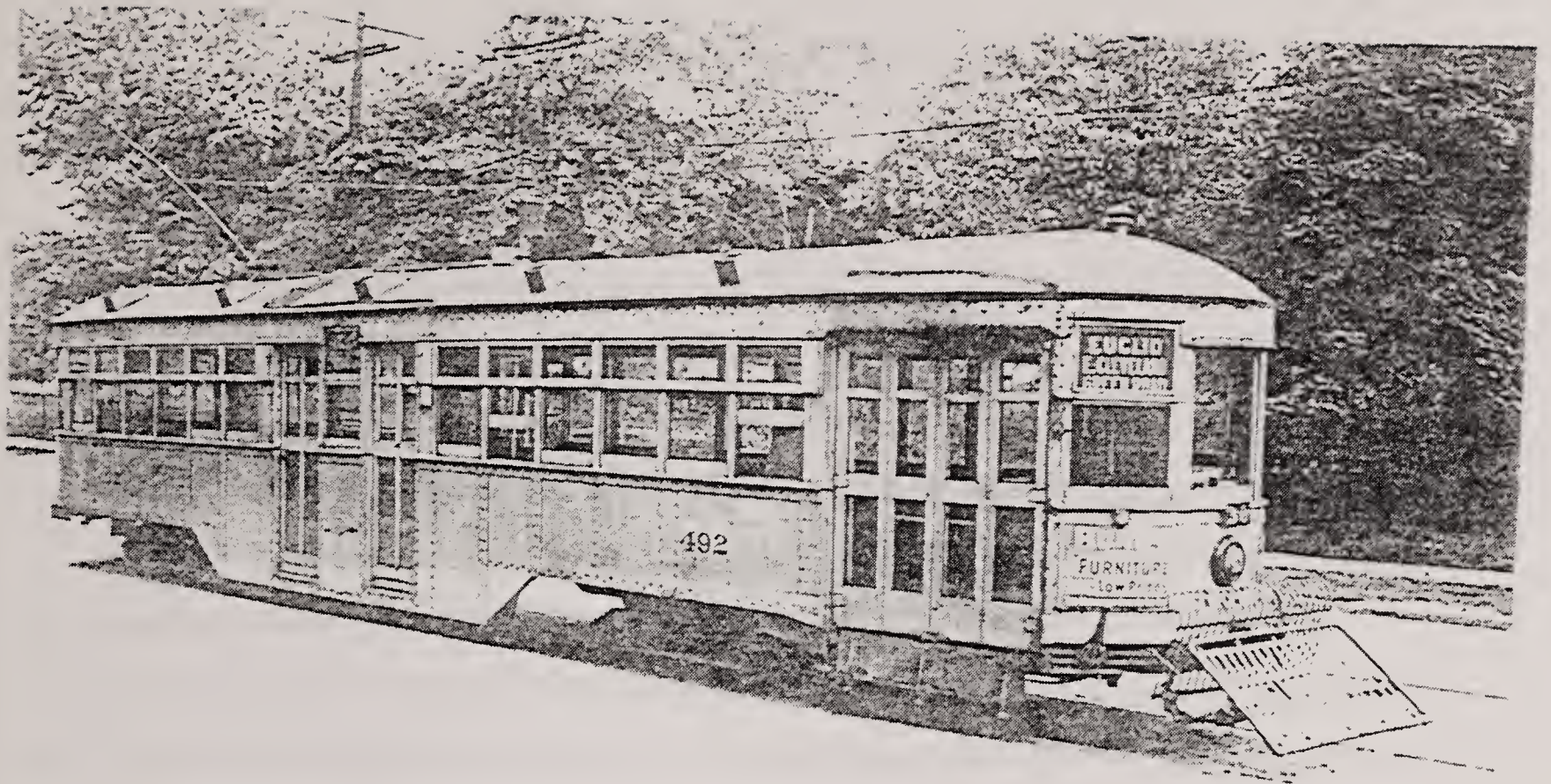
After the Second World War there were some bad times. Their accountant turned out to be a crook and hadn't paid much income tax for the company, which they now had to pay as soon as possible. Then, some of the drill heads failed and had to be replaced free of charge which was a very big expense. For a couple of years in the late 1940s the company was on the brink. But an improved design on the drill head and quick customer payments saw them through.

The list of items that are made with drill heads from Zagar is very long and varied. This fit in with one of Frank's business ideas, to stay diversified within your own field. Another of Mr. Zagar's business ideas is to stay current with trends in the industry and try to stay one step ahead of the competition. When computers and computerized machinery came out, Zagar, Inc kept pace. Even as a soundly based company, unethical lawyers have made attempts to force the company out of business.

There is great pride in the Zagar family being in Euclid for over sixty years and there is hope the company will remain here at least another generation or two, or three.



ORIGINAL BUILDING



TRANSPORTATION



In 1803, after the arrival of David Dille, more and more people chose Euclid as their permanent home. The proof of this lies in the simple fact that by 1809, the citizens of Euclid had decided it was necessary to begin a true and lawful government. But how did these people get here and what means of transportation did they use? There were two methods of transportation available at the time, overland or water.

If you were moving the entire family and all your possessions from one of the eastern states, you would buy, or have, a wagon similar to the one shown. Try and visualize what is going to happen. Everything you owned at home in the east must either be sold or carted over 500 miles of very rugged land and mountains to the Western Reserve. Once you reached the western reaches of Pennsylvania there would no longer be any places to buy the necessities of life, you were strictly on your own. Water was plentiful and free, food could be found through hunting and fishing and if you were lucky, you might find an inn to spend the night, otherwise you slept in your wagon.

Horses were seldom used to pull the wagon, they simply were not strong enough to get loaded wagons up, over and around the Appalachian Mountains. Oxen or mules were the most common beasts of burden for this job. Food was plentiful for both man and animal, but you also had to contend with bears, lions (pumas), rattlesnakes and a host of other animals, and some with bad tempers.

To travel by water meant you had to sell everything you owned, except maybe the family silverware. No big beds or cupboards or dressers could be brought, only what the family could carry on board the various types of boats on the river or lakes. Usually, those going by water had some money (received when they sold their household goods in the east) to buy new goods when you got to Euclid or Cleaveland. (But if you couldn't buy new, you either did without or made it yourself).

Once you arrived in Euclid you had to find a place to stay while you negotiated for a piece of land to build on. You buy a nice piece of land in Euclid, then you and your neighbors build a log cabin and now you can relax, right? Wrong. The real work is just about

to begin. Trees have to be cut down and burned, (save the ash for soap and fertilizer), plant a crop and a thousand more very important things before you could even say you were settled in. You pray that your crops would be bountiful enough to get you and your animals through the long winter because you have little money left to buy food. You might barter for one thing or another, but that meant doing without something, like soap. If you can hold on, and most did, things slowly got better. Civilization was never very far behind.

After a few years in Euclid, civilization did begin to catch up with the people. One form it took was the stagecoach. It had been on the east coast for a number of years, but it was only after the paths had been made into roads that the stagecoach could now move west of the Alleghany's. One of the stops which the stagecoach would have made was at the Euclid Inn at the corner of Chardon Road and Euclid Avenue. It would have been the last stop before heading into Cleveland and points west. It was another two to three hours to Cleveland, depending on the condition of the roads. Remember, very few streets were paved, they were still either dirt roads or, in some cases, plank roads.

The city of Euclid had an excellent Plank Road which went from East 212th Street along Euclid Avenue into Wickliffe and was built and maintained by the Wickliffe Plank Road Company. It should also be noted that Mr. Charles Brush was a large contributor to this venture. Both in Wickliffe and at East 212th Street were toll booths. You had to pay for the privilege of riding on a much smoother surface. The toll booth at East 212th Street was still there less than a century ago.

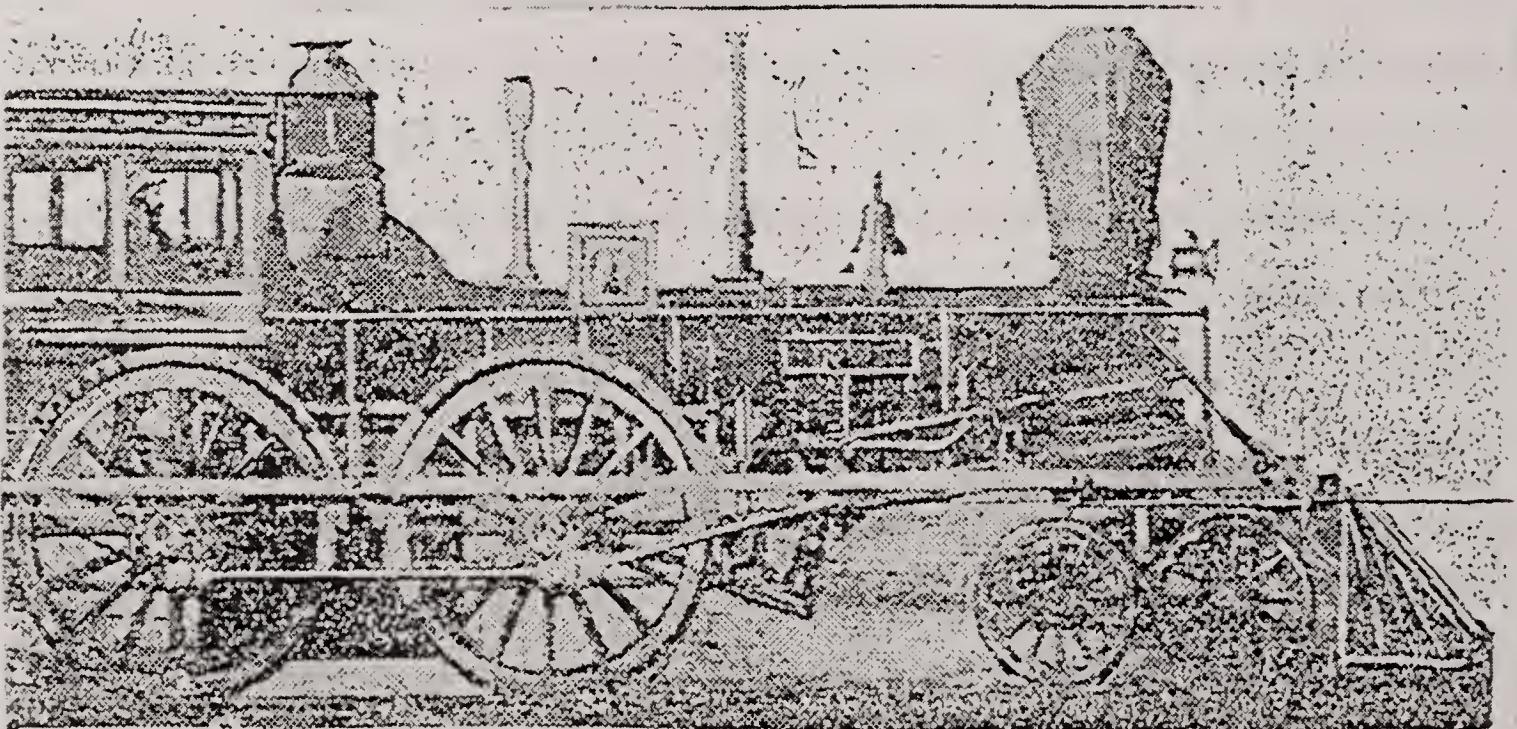
When James Watt perfected the Newcomen steam apparatus in 1775, it opened nearly every field of endeavor that man had ever thought or dreamed about. Always cognizant of the economic aspects of any new invention or discovery, man put his brain to work devising a way he could use this steam power to his own benefit. In the coal mines of eighteenth century England, tracks of wood or metal were laid down inside the mine on which small carts ran in order to move the coal from where it was dug to the mine entrance. Putting together the idea of the carts on tracks and the new steam engine, George Stevenson came up with a new



Standard form of transportation in 1876



Toll Booth at East 212th Street and Euclid Avenue. End of Plank Road in Euclid



Typical railroad engine for the Cleveland, Painesville and Ashtabula Railroad

method of transportation, the railroad. On September 27, 1825, Mr. Stevenson introduced the first true 'train' and it naturally carried coal in small carts, on tracks, from Stockton to Darlington, England and the age of railroading was launched. By 1831 this idea made its way to the United States, and on November 24, 1851, the first railroad was put through Euclid: the Cleveland, Painesville and Ashtabula Railroad. Most of the rails were made in England, but the passenger cars were made in Ohio. They were 56' long and had eight wheels. Two of the engines were built in Cleveland and used wood for fuel. (Typical of the era). (Cleveland Press, March 6, 1917, page 17).

A flyer was sent out by the superintendent of the C. P. and A, Mr. William Beckwith, announcing this momentous event. It wasn't a big railroad, just six engines, twenty-six freight cars and a few passenger cars. The C. P. and A. was merged in 1869 with three other rail lines to form the Lake Shore and Michigan Southern Railroad. The L. S. and M. S. remained in business until 1914 when it was merged into the New York Central System. The Lake Shore and Michigan Southern RR had only one derailment in Euclid during the summer of 1900.

In 1882, a second railroad was put through Euclid about a half mile south of the first, the New York, Chicago and St. Louis. When the Lake Shore and Southern Michigan line was extended from New York to Chicago, the name was changed to the New York Central. The New York, Chicago and St. Louis RR became the Nickel Plate. (Many believe it received this name from an article in the Norwalk, Ohio 'Chronicle' when the editor saw the initials of the new line: NYCL. He thought it could be pronounced Nickel and the name stuck. Others believed that the tracks shined so much they must have been Nickel plated. Either, or both, may be correct). In 1964, the Nickel Plate RR became the Norfolk and Southern RR and in 1975 was renamed the Norfolk and Western RR. On February 1, 1968, both the New York Central and the Pennsylvania RR went out of business and eventually were taken over by Conrail.

The people of Euclid may not realize it, but there were two other railroads within the

township limits at one time. The first one, completed in April, 1875, was known as the Lake View and Collamer Railroad. It ran from Euclid Village to Becker Avenue in Cleveland, less than seven miles. It soon went bankrupt and was sold. It was operated afterwards as the Cleveland, Painesville and Ashtabula RR, becoming the second RR to bear that name.

Euclid grew into an important commercial center along the Nickel Plate. A freight yard and overhead coal dock were built at Chardon Road. Grapes and slabs of sandstone products were shipped from Euclid. Heavy industry located along the line as the grapes and quarries faded out. There was also a major mail drop at Noble, Ohio, located at the railroad tracks and East 260th Street.

The second railroad running within Euclid was the 'Euclid Railroad.' Originally it was a 2.5 mile spur of the Nickel Plate. "The 'Euclid Railroad' was incorporated on October 11, 1883 to construct, maintain and operate a railroad from a point about one mile west of Euclid Creek, following a valley of a small creek, to the south line of Euclid Township."

The main track was constructed during late 1883 and early 1884 by Malone and Company who were the operators of a stone company at end of track. There also was some half mile of track used for sidings and a lay-over yard. Another two-thirds of a mile from the main Nickel Plate line to Euclid Avenue was jointly owned by the two railroad companies. The purpose for putting in the spur was to pick up large quantities of stone products being quarried at Bluestone, Ohio. The quarries made flagstones, used in sidewalks and stones that were used in the construction of buildings, such as the old City Hall on East 222nd Street. At the same time the quarries were in operation, there were three or more lumber companies operating in the vicinity and timbers and lumber were carried by the Euclid Railroad. Although this was a work train for most of its existence, it almost certainly carried a few non-paying passengers to the work area around Green Road, Anderson Road and Monticello Boulevard.

At the time the spur was put in, the area that it passed through was still mostly Euclid Township. The maps on various pages show Euclid Railroad coming off the Nickel Plate main line (map of 1892), crossing Euclid Avenue, up the hill, across Green Road to the quarries

west of Green Road and just north of Monticello boulevard. That area is Quarry Park in South Euclid. However, there was also another spur off this line that went to the original quarry founded by Mr. McFarland. This quarry is now in the Cleveland Metropolitan Park area and stone has been taken out of this area as late as 1986.

The first map (late 1940s) shows the tracks all on the east side of Green Road. The owners realized that the quarries on the west side were now closed and most of their business was on the east side of Green Road. With financial help, the tracks at the top of the hill were moved to the east side, thus avoiding crossing Green Road.

When operations began, steam engines were used, the common diamond-stack locomotive. The trip from Euclid Avenue south was mostly up hill for about half a mile and this limited the number of cars (usually two) that could be hauled up and down the line. By 1924 the quarries to the west of Green Road were out of business. The Euclid Railroad then carried enormous amounts of limestone and other materials to fill in the pits (now known as Quarry Park on Monticello Boulevard just to the west of Green Road.) The Euclid Railroad crossed Euclid Avenue at the Cleveland-Euclid city limits and was independently owned, but under contract to the Nickel Plate line.

After WWII, about 1946, the Euclid Railroad was purchased for \$50,000 by the South Euclid Concrete Company as a means of shipping their dry mix concrete. John McCarthy was put in charge. At the time he took over, there was no rolling sock. When he wanted to make a shipment, McCarthy would call Nickel Plate and they would send an engine.

The Nickel Plated RR was merged with the Norfolk and Southern Rail line in October of 1964 and in the early 1970s the Euclid Railroad was completely abandoned and the rails and ties taken up. However, the right of way still exists and there are hopes of turning what is left of the right of way into a scenic pathway.

In the realm of transportation, the automobile has been king for nearly a century. In an article by A. K. Murway, jr., which appeared in the "Ohio Motorist" of December/January of 1984-1985, he reminisces about the early automobile and AAA. The Cleveland Automobile Club was founded on January 8, 1900 and is the oldest of its kind, now being the American Automobile Association. At the time of its founding in 1900, there were less than 125 cars in Northern Ohio and no paved streets for them to run on.

However, Cleveland's City Council soon went into action against the automobile speeding down the street and set the speed limit at 7 MPH in congested areas and 12 MPH in the open country. Euclid set her speed limit at 8 MPH and was strictly enforced by a policeman on a bicycle who could pedal just fast enough to catch you on a short run. In some cities you had to hire a person to walk in front of the car with a lighted lantern, day or night and the sound they made scared virtually anything, including horses.

Mr. Murway notes that as more and more automobiles appeared on the streets, racing became quite ordinary, but usually not on the main thoroughfares. Chardon Road hill was a great place for racing uphill, backwards. (The reverse gear was the strongest gear in the car).

The City of Cleveland began to issue automobile licences in 1902 for \$1.00. This ended in 1909 when the state took over. After WWI there were some 90,000 cars in Northern Ohio. But just like in every other business, places which sold gasoline, often tried to cheat their customer. Some shorted the customer a few pints on a fill up, others watered the gasoline. Speed traps abounded and you could be hauled into traffic court, which was sometimes just a table and chair set up along side the road. Any number of police made far more on their speed traps than they did in salary.

Another very significant problem in the early years for motorist was the lack of any road signs, especially out in the country like Euclid. It wasn't until 1924 that the state began to put up signs to help the driver figure out where he was. Things which we take for granted,

were not always so. Here in Northern Ohio you needed some form of anti-freeze for your motor during the winter months. During the early months of prohibition the state passed a law saying you needed a prescription to buy anti-freeze since it was mostly alcohol and you could buy it only at a pharmacy. Thousands descended on Columbus and demanded the law be changed and the legislators finally gave in, with the proviso that you didn't drink the anti-freeze.

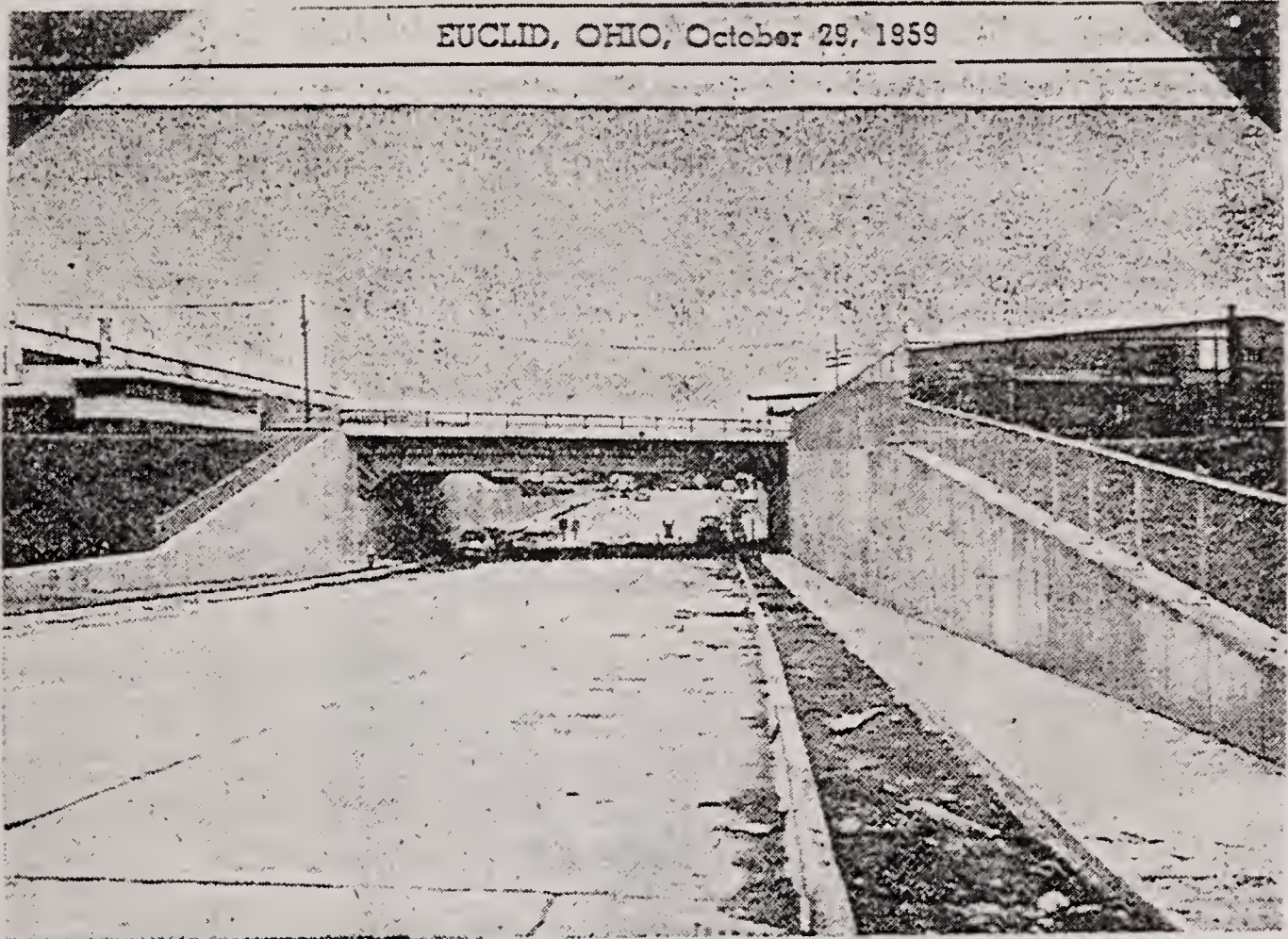
By 1926 there were so many automobiles on the road that the interurbans were finally shut down, they simply couldn't compete. The streetcars continued to run because they were cheaper to use than running the car, but by the mid-1950s they too had their day and were scrapped.

Following World War Two, the federal government realized the necessity for moving large amounts of military equipment from one place to another at the greatest savings of time. The idea of an interstate highway or super highway was then brought into existence. By 1964-1965, Interstate 90 had cut its way through Euclid with any number of homes and businesses being moved or torn down to make way for it. Because you cannot cross an interstate, it became necessary to go under or over it. This same idea held true for railroad tracks and in 1959 Euclid built an underpass for the Norfolk and Western railroad on East 222nd Street and in 1975 underpasses went in on Babbitt Road.

The most common explanation for spending so much money on railroad underpasses in Euclid and elsewhere was for the protection of the city's citizens. Police and fire equipment needed a safe and certain way of reaching an emergency without having to wait at a railroad crossing. These underpasses have saved numerous lives and that makes them worth all the money spent.

EUCLID, OHIO, October 29, 1959

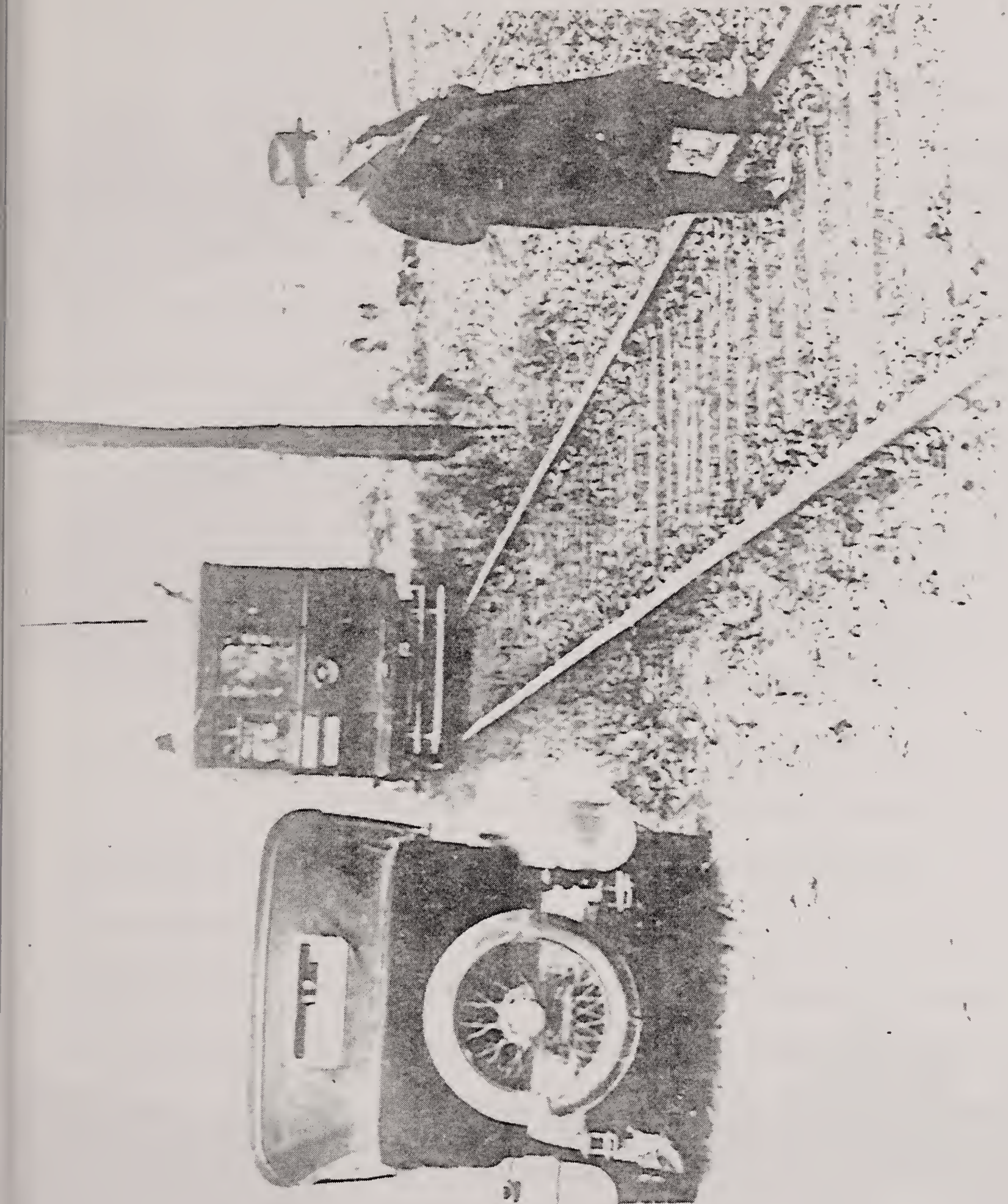
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When the Erie Canal was opened on October 26, 1825, it opened a huge area of the mid-west to a cheaper method of sending their products to market. As the railroads filled in numerous gaps, more and more farm products and manufactured items could be sent around the United States. People could travel from New York to Chicago and elsewhere in the states in fairly good comfort. But what if you only wanted to go from Euclid to Cleveland? Major trains weren't going to stop at every small town on its route, there had to be another way of local transportation. Horse drawn carriages called 'Omnibus's' made their appearance about 1825 and for a small fee you could travel from one local area to another.

In the late 1870s, two men in different parts of the country, came up with a similar idea. In New Jersey, it was Thomas Edison, and in Euclid, Ohio, Charles Brush. The idea was the dynamo, a method of manufacturing an energy source known as "electricity." As steam power, invented a century earlier, made a significant change in man's ability to forge ahead in many forms of manufacturing, transportation and farming, so electricity was the key to unleashing outstanding technological advancements.

The first electrification of a mass transit vehicle was on July 26, 1884, in Cleveland, Ohio. However, this idea failed after a few years. A short period now took place in which the scientists and engineers tried to improve the materials, methods and transmission of the electricity to the proper places, either in the vehicle or overhead. What the scientist and engineers came up with was called the 'Interurban.' A vehicle that ran on tracks, but was powered by electric motors. One of the first to run was the Cleveland, Painesville and Eastern railway system and was put in Euclid Avenue, July 4, 1896.



The Interurban line on Lake Shore Boulevard near East 185th Street - 1923

In 1898, the Cleveland, Painesville and Erie Railway opened interurban service along Lake Shore Boulevard. The photos on the next page shows Lake Shore Boulevard in the early 1920s with the interurban tracks in place. The lower picture is approximately the same view but in the late 1920s after the tracks had been removed. The house shown in both pictures is the present rectory of St. Roberts Catholic church. The three concrete pillars are an opening to a culvert under the street and are still in place today.

In 1903, streetcar service was begun in Euclid, but only as far as East 212th Street on Euclid Avenue. At that point there was a "Y", where the streetcar would back onto East 212th Street and then pull out onto the main track heading west for the return trip to Cleveland.

Both the interurbans and the streetcars ran on tracks and needed an outside source of electricity. However, the streetcar was much slower and was used only in urban areas whereas the interurban was much faster and traveled between villages and cities.

The interurbans died out in 1926 when automobiles virtually took over the streets and the streetcar run into Euclid also stopped that year. However, streetcar service was only temporarily suspended while Euclid Avenue was widened and resumed in 1930. By widening the south side of Euclid Avenue, this left the tracks in the center of the street and they remained there until the last run was made on March 10, 1948. Streetcar service in Northern Ohio ended completely in 1954 with the last run made on Madison Avenue on the west side. It is interesting to note that the tracks are still in place through the entire city along Euclid Avenue and there are samples of these tracks at the Euclid Historical Museum.



LAKE SHORE BOULEVARD AT EAST 238TH STREET - EARLY 1920'



LAKE SHORE BOULEVARD AT EAST 238TH STREET - LATE 1920'S

Schedule of Suburban Car Stops

EAST of River

105

C. P. & E.

Shore Line

St. Clair Av.

| ROAD | STOP |
|------------------------|------|
| Eddy | 103 |
| Coit | 105 |
| Kirby-Adams | 108 |
| Collins | 109 |
| Granger | 110 |
| Delaware | 111 |
| Collamer-Collins | 112 |
| Sacket-Collins | 115 |
| Sacket Park | 117 |
| Gilbert | 121 |
| Dille | 123 |
| Gardner | 124 |
| Neff | 125 |
| Gardner-E. Lake | 128 |
| Cut | 130 |
| Bliss-Babbitt | 133 |
| Johnson | 137½ |
| Upton | 139 |
| Lloyd | 141 |
| County Line | 141½ |

A. B. & C.

Broadway

| ROAD | STOP |
|-----------------------|------|
| Garfield Park | 1 |
| White House | 2 |
| Windfall | 4 |
| McCracken | 7 |
| Dunham | 9 |
| Libbey | 10 |
| Lee | 11½ |
| Rockside | 15 |
| Button | 19 |
| Center-N. Solon | 20 |
| Bedford Vil. | 21 |
| Solon | 24 |
| Power House | 25 |
| Bissel | 26 |

C. P. & E.

Euclid Road

| ROAD | STOP |
|-------------------|------|
| Crosby | 3 |
| Stevens | 3½ |
| Green | 5 |
| Glenridge | 9 |
| Highland | 9½ |
| Chardon | 10 |
| Bliss | 11 |
| Babbitt | 16 |
| Upton | 17 |
| Richmond | 18 |
| County Line | 20 |

C. and C. F.

Kinsman Road

| ROAD | STOP |
|--------------------------|------------------|
| Lee | 10 |
| Center | 17 |
| Green | 19 |
| Richmond | 22 |
| Harper | 28 |
| Lander | 28 |
| Som Center | 31 |
| Jackson-Giles | 35 |
| Bentleyville | 38 |
| Bentleyville-Solon | 41 |
| Franklyn | All Cars Stop |
| Main-Washington | 48 |
| Rail Road | 50 |
| State-Washington | 51 |
| County Line | 53 |

C. and E.

Mayfield Road

| ROAD | STOP |
|--------------------|------|
| Noble-Center | 6 |
| Green | 10 |
| Richmond | 12 |
| Brainard | 14 |
| Lander | 16 |
| Som Center | 18 |
| Boulevard | 20 |
| Mayfield | 21 |

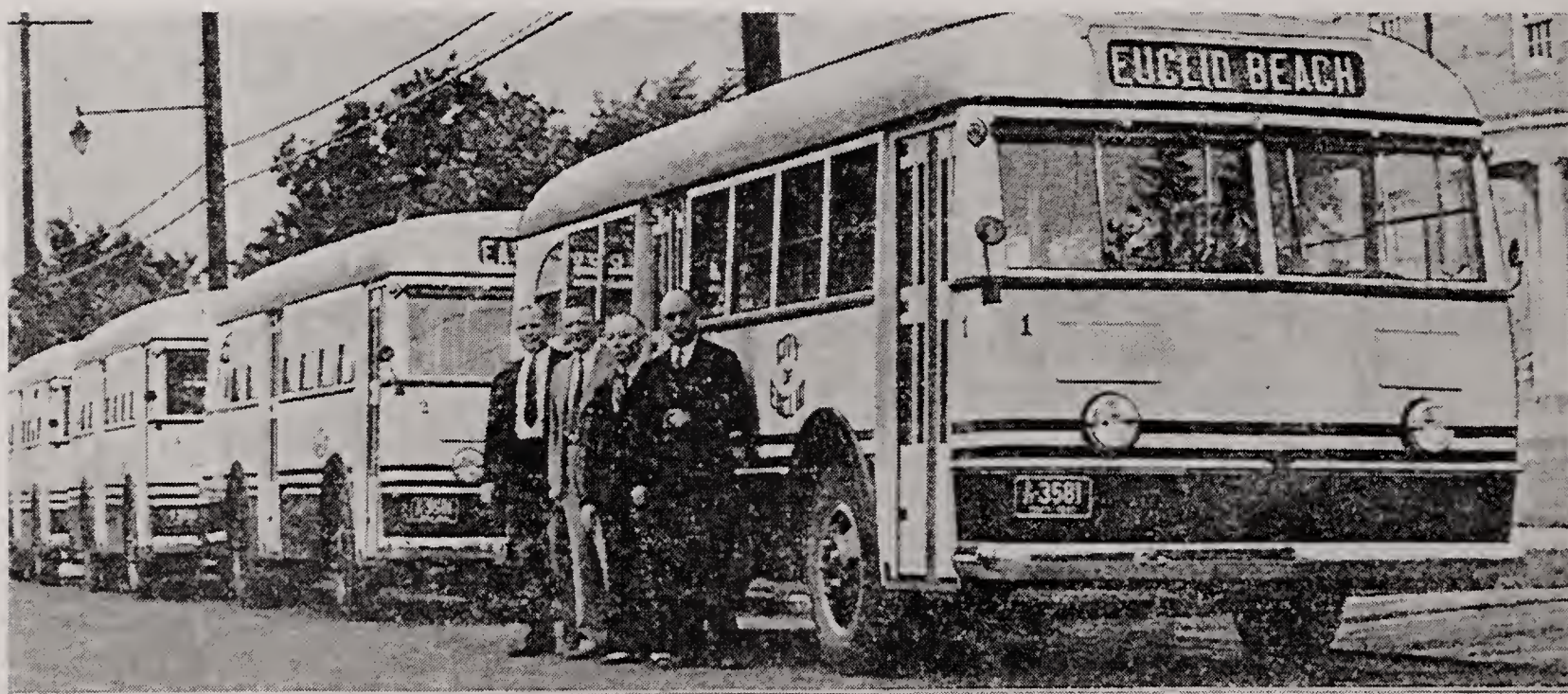


May 13, 1930. After the widening of Euclid Avenue the streetcar tracks are now in the middle of Euclid Avenue

Courtesy of the Cleveland Press archives at CSU

The Euclid Bus System came about in 1935. When the interurban line along Lake Shore Boulevard was terminated in 1926, the people in northern Euclid turned to the Greyhound bus service which ran between Cleveland and Painesville. But in 1932, by order of the Cleveland Railway Company, and the traction Commissioner Ballou, Greyhound was prohibited from picking up any more passengers in Euclid. Commissioner Ballou believed the CRC was doing an adequate job and didn't like the competition. However, the people complained that the CRC took an hour and 35 minutes to make the run from Euclid to Cleveland, while Greyhound made the trip in less than half that time. The mayor of Euclid, Charles Ely, went to a Cleveland Council meeting and engaged in a rather heated debate with Commissioner Ballou and virtually demanded that the Greyhound run be brought back. Both the City Council of Cleveland and Ballou said no. Ely continued his fight for better transportation to Cleveland, but was fighting a losing battle.

For the next few years a number of ways were tried to satisfy the people in northern Euclid in their request for a better way of getting downtown. Finally, in 1935, the city determined to start its own bus system and its first run was from the county line to Euclid Beach along Lake Shore Boulevard. Here they could transfer to the Cleveland Transit System and take the streetcar downtown. The new Euclid bus system also picked up and dropped off students which saved the parents a lot of headaches. The new buses were light and mobile and operated at about half the cost of Cleveland's and was one of the reasons it lasted for nearly 40 years. Mr. William Walsh was put in charge of bus operations when the system went into effect.





RELIGION



Boulevard Presbyterian Church

With the growth of the City of Euclid during WWII and immediately after, there was an influx of people who professed to being Presbyterian in their religious outlook. However, for them there was no church in the city of that denomination and they had to look elsewhere, outside the city, for religious services, not always a pleasant prospect during some of northern Ohio's winters. In the late 1940s and early 1950s a sufficient number of people believed it was time for a church of their own, or at least services of their own, here in Euclid. They began to meet at Noble School until such time as they could erect their own building. The Reverend Robert Clapp became the organizing pastor and remained with the church from 1950 to 1990.

By 1952 the number of people in the congregation had risen sufficiently to make the necessity for their own building a priority. Ground was broken on a piece of property at 24600 Lake Shore Boulevard and the first service held on Christmas Sunday in 1952. Additions were made in 1957 and again in 1965.

Boulevard Presbyterian Church has become an integral part of the Euclid community and is active in many services. Many of their congregation are also active in Euclid's community affairs and the church remains a viable part of the city.



Church of the Epiphany

The beginning of the Church of the Epiphany here in Euclid was begun by an insurance agent. As he made his rounds in 1928, he found more and more people who were Episcopalian and decided it was time to form their own congregation. The first meeting was held in a building at the foot of East 222nd Street. The Archdeacon was invited to the second meeting in February of 1928 and on March 4, 1928 the Archdeacon held the first service in Shore High School gymnasium.

They began to take an active interest in building their own church. They purchased land at East 210th Street and Lake Shore Boulevard and broke ground in 1932. By Easter Sunday of 1933 they were able to hold their first service in the new church. A fairly large addition was made in 1951 and another extension was made in 1962.

The church members are quite active in Euclid's public affairs and the church has seen modest, but continual growth through the years.



East Shore Methodist Church

Finding a need, because of the ever increasing number of people coming into the city, a group of Methodists began to meet in 1928 at the Shore High School. Each religion is always desirous of having their own church and the Methodists were no different. Funds were collected, but the Depression forced a halt to the progress and it wasn't until 1935 that, "The White Wooden Building" was finally built and as the fates would have it, the church burned down in 1939. From then, until a new church could be built, the congregation met at Shore theater.

About the same time that the church burned down, Reverend Paul O. Mayer became the first permanent pastor and served from 1939 to 1969. The congregation began to refer to themselves and their next edifice as East Shore Church, United Methodist. Reverend Mayer's first priority was to create a fund for a new building. By 1944 they were able to break ground and in 1948 held the first service in the brand new church.

As the population grew, additions were put on the church to better serve the members and the community. East Shore has a very active missionary and also has an exchange system. Selected students are sent overseas to study foreign methods in Methodism and see if there is a way to improve things here. They also get a chance to see how others live and worship.

PASTORS OF EAST SHORE

Rev. Paul O. Mayer
 Dr. William Phillips
 Rev. Lynn Garth
 Rev. Max Boyer
 Rev. Thomas Taylor
 Rev. Sue Withrow
 Rev. Richard Burns
 Rev. Barbara Roseberry
 Revs. Gary and Margaret Streiff



East Shore Methodist Church
 Lake Shore Blvd. & East 230th St.
 (under construction)

Euclid Baptist Church

The oldest, continuously operated church in Euclid is the Baptist Church on Chardon Road. Organized as a Baptist church on April 27, 1820 with 11 members, six men and five women. Elder Azariah Hanks became the church's first pastor with Luther Dille as the first Deacon. Within four years, the congregation had risen to 43. Prior to 1829, Baptist meetings were held in numerous homes throughout the Western Reserve. In 1821 it was decided to build a permanent church and the site chosen was exactly where the present Baptist church is now, a few hundred feet north of Euclid Avenue on Chardon Road.

The church was to be a frame structure, 30 feet by 30 feet with room for 36 pews. Those pews were to be sold to individual parishioners and families, the method of payment to be in ashes or crops at a set price per bushel. In clearing the land of the monstrous trees and burning them, the ashes were carefully collected in order to make soap and to areate the clay ground, so ashes had quite a bit of value. One may also deduce the fact that hard money was not in very plentiful supply.

By 1844, the church was strong enough to be incorporated as a religious body by the State of Ohio. The next year, the trustees decided it was time for a new building, this time to be of brick and measure at least 36 feet by 48 feet. As in the case of any organization, the church had its ups and downs relating to the number of parishioners. In 1879 there were approximately 50 members in the congregation, about the same number as when the church started in 1821. However, this church has survived any number of problems and still exists today as a viable and integral part of the City of Euclid and has remained on the same site throughout its entire life.

In 1894, the old church was torn down and a new one built from stone quarried at Bluestone. It was named Immanuel Baptist Church and stood until 1962. A new church was then built on the same ground and is now known as the Bible Baptist Church.

A few years after the church was organized and went into business it was found that a cemetery was necessary. It was located several hundred feet to the north of the church and on the west side of Chardon Road. Many of the early settlers were buried there.

However, when the Nickel Plate Railroad was being constructed in 1881-1882, it went right through this cemetery and most of the markers and graves were lost forever. Many of the graves and markers were moved to Euclid Cemetery on Euclid Avenue. Once and a great while a marker is found and the Euclid Historical Museum has one.



Bible Baptist Church, Chardon Road just north of Euclid Avenue. Built in 1962



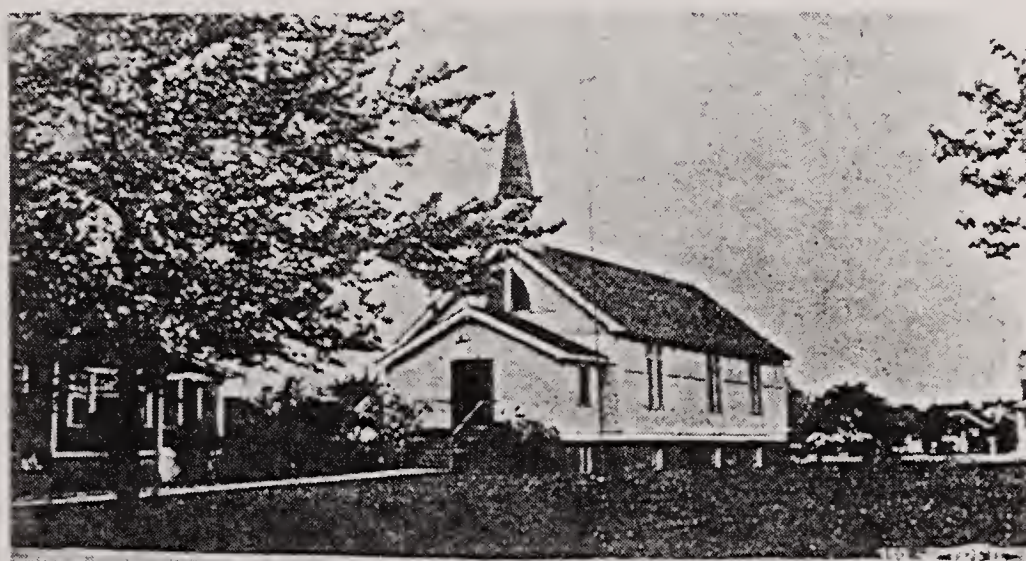
Immanuel Baptist Church, Chardon Road just North of Euclid Avenue. Built in 1894

Euclid Congregational Church

About thirty families came together in 1915 to form a new church known as the Euclid Union Church. In 1916 they joined the Congregational Fellowship of Cleveland and thus was born the Euclid Congregational Church. The first services were held at the old city hall on North Street and then land was bought at East 214th Street and Euclid Avenue. A small, portable church was put in place in 1921 and the first service was held in December of 1921.

The little portable church was used for the next 30 years until it was sold to the Calvary Assembly of God. Land was purchased in 1950, and ground was broken in 1952. The first service was held in late 1953 and made meeting at Upson School and Thomas Jefferson School no longer necessary.

First Congregational Church
Euclid Avenue and East 214th Street



Buddhist Temple

Prior to WWII, there was no organized Buddhist Temple in Northern Ohio. After the war, many of the Japanese who had been interned during the war decided to form a temple comprised only of Asians. It was not until 1955 that they purchased a building on East 81st Street in Cleveland. They remained there for the next eleven years, but after local riots broke out, they decided to seek a new home.

In 1969, the Buddhist in the surrounding area, purchased the old Euclid Congregational Church at East 214th Street and Euclid Avenue. Not long after that, a new church or Temple was added on to the old church, the new portion becoming the Buddhist Temple of Euclid. In 1971, a new minister by the name of Kyogyo Miura came to the Temple with a number of fairly liberal ideas. Rev. Miura brought with him a long tradition of religious service, both his mother and father being ministers in Japan. Rev. Miura was followed by Rev. Koshin Ogui as minister.



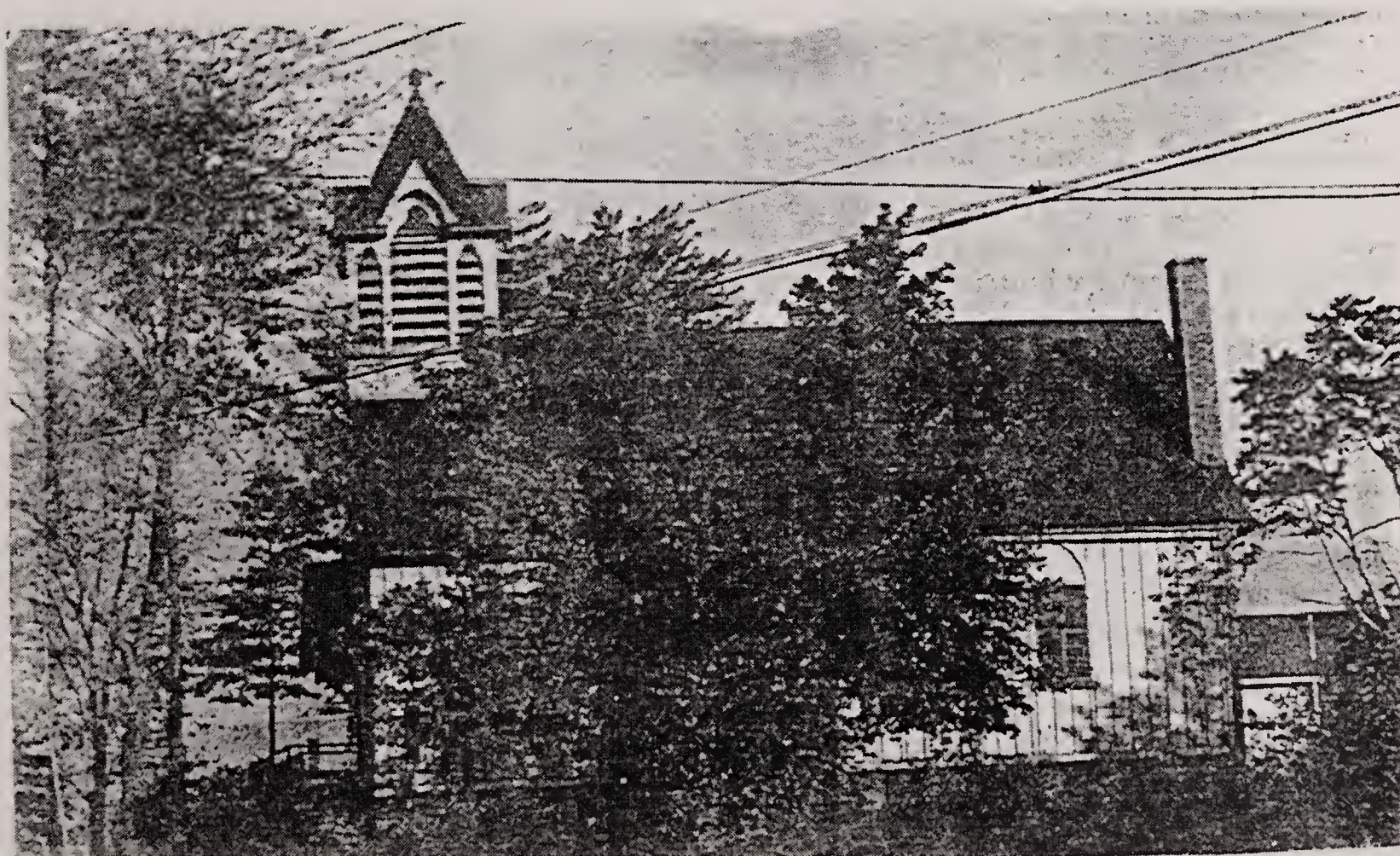
Euclid Evangelical and Reformed Church
AKA - The German Reformed Church

Do not confuse the above named church with St. John's German Evangelical Lutheran Church. This church was formed in 1852 and the site chosen was on Mayfield Road, west of Green Road. When the church was built it was in Euclid Township and perhaps that is why there is some confusion.

The Euclid Evangelical and Reformed Church was organized in 1880 at the home of Frederick Rohrburg and eleven others. Within a year they had bought one acre of land at East 200th Street and Tungsten Road. The church was built facing Tungsten Road. In 1895, Mr. John Mueller (later changed to Miller) purchased a bell for the church tower and paid \$100. The receipt for the bell is in the possession of the Euclid Historical Museum.

In order to keep some semblance of their German culture alive, one Sunday of each month was dedicated to holding religious services in the German language. By 1944 it was felt that a merger with another church was necessary and they came together with the Eleventh Church of Cleveland and changed the name to GRACE CHURCH EVANGELICAL REFORMED. It was at this time that the bell, which had called so many of the faithful to service, was removed from the old church on Tungsten Road and stored away.

In 1997, Grace Church was disbanded and Gladys Behrend found the old bell in a garage where it had been stored away. She donated it to the City of Euclid and the Euclid Historical Museum became the final resting place for the bell, it had come home to Euclid, to stay.

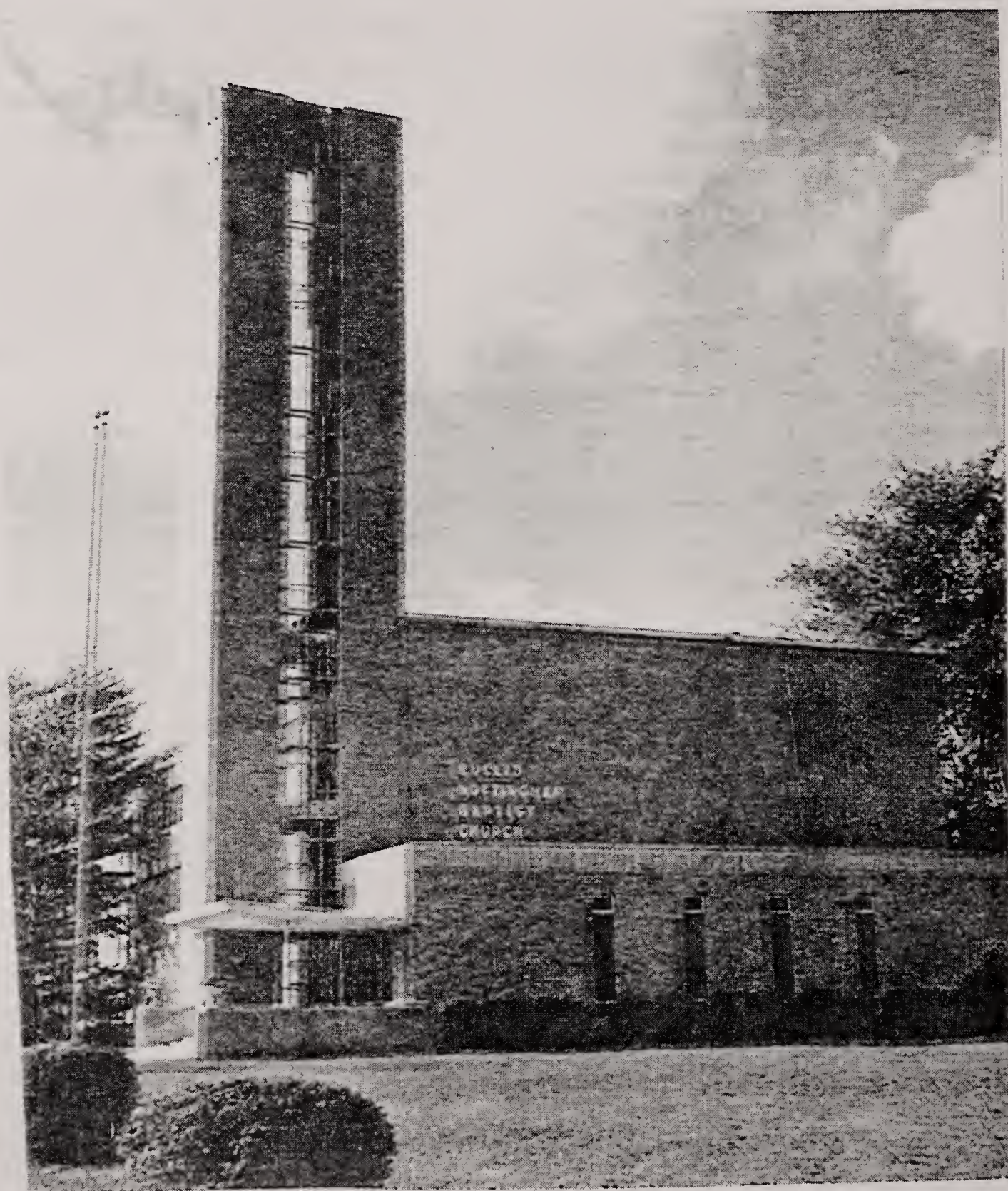


EUCLID-NOTTINGHAM BAPTIST CHURCH

18901 LAKE SHORE BOULEVARD • EUCLID, OHIO 44119

DONALD E. McCLINTICK PHONE 481-5236
Pastor

SCOTT RENSTROM
Assistant Pastor



Holy Cross Catholic Church

Founded in 1924 to serve the growing Catholic community in the area of Lake Shore Boulevard, from the eastern line of Cleveland to the Lake County line. Few new parishes start out with a church, school or other needed buildings and Holy Cross was no exception. Father Thomas Kirby became the founding pastor and held services in a house nearby and then at Shore High School.

Within two years the school and church were begun and in 1927 the school was opened. The small church saw an overflow of worshipers in the 1940s and it was the same with the school. During WWII the school was enlarged and the rectory moved. Because of the overcrowding, the Diocese founded St. Williams on East 250th Street in 1946.

Differences of opinion forced Fr. Kirby to seek another parish and Fr. Ralph McMonagle took over. In 1950, St. Robert's was established, once more because of overcrowding. In the same year a new church was planned for Holy Cross and by 1953 was finished enough to hold services in the basement. Late in 1955 most of the church was finished and in May of 1956 the church was consecrated and considered complete.

By 1969 Holy Cross had some 2000 families on their books. In 1972, Fr. McMonagle retired and Fr. Martin Scully became pastor. With most of the building program complete, Holy Cross turned inward to develop their religious programs. In 1989, Fr. Scully retired and Fr. John McNulty became pastor. Renovations were of paramount interest as the church began to show her age. However, during the 1990s it saw an influx of younger families, leading Holy Cross to remain, for many more years, a viable and integral part of the City of Euclid.

Pastors:

| | |
|------------------------|-----------|
| Dr. Thomas Kirby | 1924-1948 |
| Fr. Ralph J. McMonagle | 1948-1972 |
| Fr. Martin Scully | 1972-1989 |
| Fr. John P. McNulty | 1989 - |



HOLY CROSS CHURCH East 200th Street and Lake Shore

Hope Congregational Church

When the freeway was designed in 1960 it showed that Nottingham Congregational Church would either have to move or be torn down. It was decided that Nottingham and Euclid (Hope) Congregational Church should merge. Hope had existed for some time and when Nottingham merged, a new addition was built and named Nottingham Hall. Problems arose which led to the disbandment of the church and the building was sold to the Imani United Church of Christ in 1991.

Imani United Church of Christ

The Imani Church of Christ moved from Cleveland to Euclid in 1991 and took over the Hope Congregational Church on East 260th Street. There were two interim pastors who served the church while it was being set up, the Rev. Joe Witt and the Rev. Pamela Canzater. In 1992 the Rev. Monte E. Norwood became pastor and one of the founding fathers of the Euclid church. By May of 1993 the Western Reserve Association of the United Church of Christ accepted the charter for the establishment of the Imani Church and now has a large congregation with some 350 attending services each Sunday. It is a lively and spirited Church which serves its neighbors and the community well and appears to be growing and prospering.



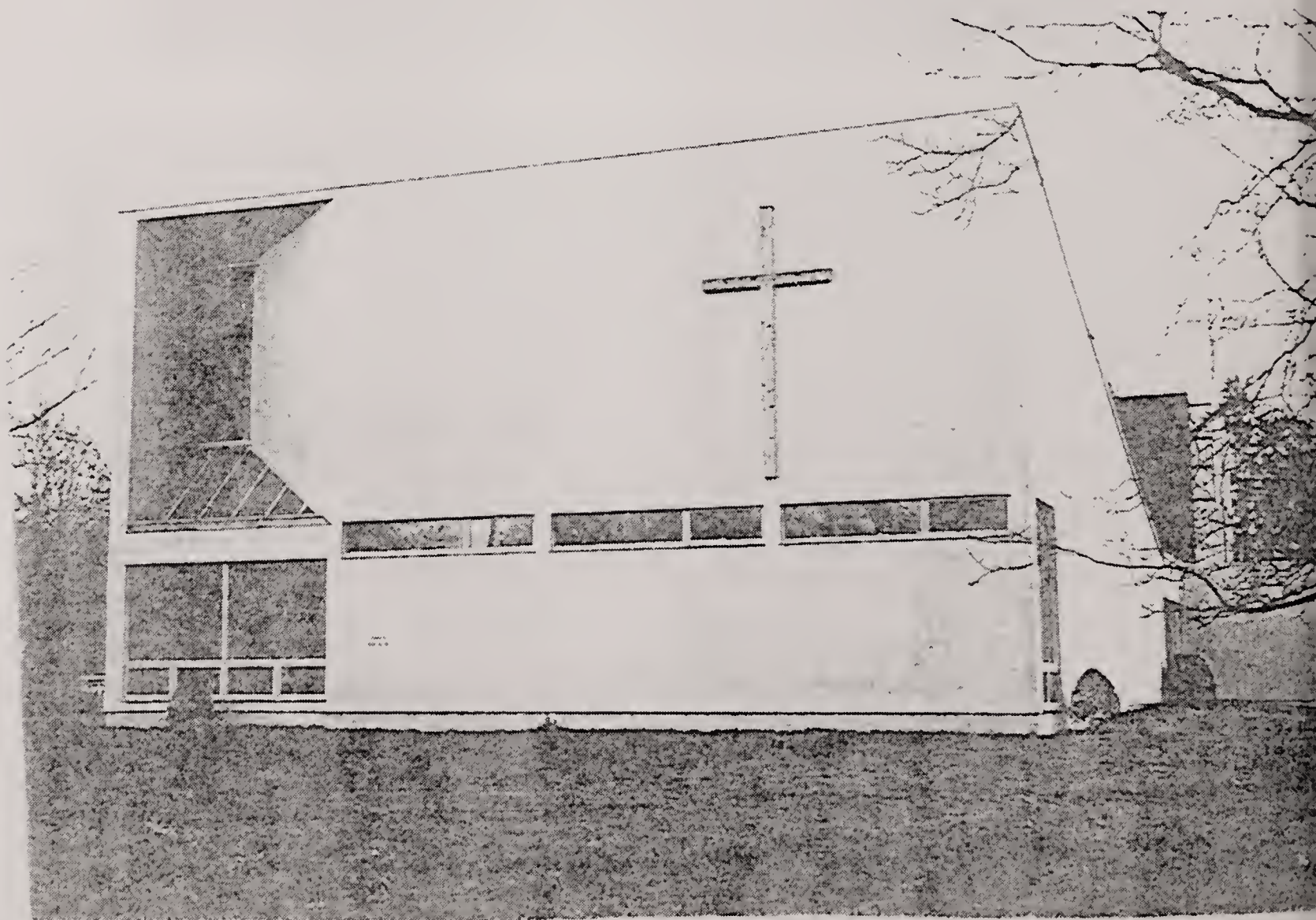
Lake Shore Christian Church

(Disciples of Christ)

Lake Shore Christian Church came about in 1950. The first building was erected in 1955 and the Sanctuary put up in 1978. There are approximately 180 members in the congregation and it is still growing. The Church offers spiritual services each Sunday and numerous activities throughout the year, especially those around the Holidays. Although set at the far eastern edges of the city, it still is an active and vital part of the religious community of the city and it is hoped that it will continue to be so for many years to come.

PASTORS

| | |
|-----------------------|-----------|
| Lawrence H. Maines | 1950-1952 |
| Austin B. Coe | 1952-1960 |
| Jack S. Collins | 1960-1965 |
| Richard T. Herrington | 1966-1972 |
| Darey E. Burkhalter | 1972-1979 |
| J. Donald Adcock | 1980-1989 |
| Paul L. Biery | 1991- |



The Masters United Methodist Church.

Because of WWII and the fact that Euclid had such a strong industrial base, two housing projects were built in the city. One of these was on East 200th Street and the other at Briardale, off Babbitt Road. The Briardale project contained 820 units and in order to serve the religious needs of this many families, the Protestant ministry began to hold services in the project's community center.

However, not having their own church did not sit well with the members or any of the ministers who tried to make a go of it. It was not until after the war, in 1946, that the idea of a permanent church was even discussed. The first step towards permanency was the purchase of three parcels of land on East 260th Street near Helen Avenue. However, the members continued to meet in the Community Center until September of 1951. When the church was completed, it was dedicated as "The Masters United Methodist Church.

The church and many of its members are active in community affairs, as well as having a number of internal affairs for the members benefit and the neighborhoods.

PASTORS

Dr. Kenneth H. Pohly

William Lutz, Assis.

Rolland R. Reece

Dr. Blake D. Wagner

Richard D. Haney

Robert E. Airhart II

Robert J. Immelt, Interim

John. M. Roseberry

Ward A. Hines, Jr.

Mark A. Ferguson, Co-Pastor

Dr. Cindy B. Tappen, Co-Pastor



Nobel Gospel Church

The founders of Noble Gospel Church in 1895 were a group of young ladies; Mrs. Wilson, Mrs. Stevens, Mrs. Callahan, Mrs. Lowden, Mrs. Waters and Miss Stray. After a period of time, the church was built at the corner of Babbitt Road and Lakeland Boulevard. In 1945 it celebrated its 50th anniversary, but was demolished for the freeway in 1960.

The congregation was never a large one, even after a number of years it had only 25 or so members. As a result of this, the church could not support a full time pastor. But the congregation felt the need for continuous preaching, and so, brought in a pastor from the Wickliffe Presbyterian Church to hold services each Sunday afternoon. It was not until the 1940's that the church could sustain a full time minister. Mr. Whitney, although ordained, continued to work as a house painter to supplement his income from the church.

PASTORS

| | |
|-----------------|--------------|
| Rev. Koeckle | 1905-1908 |
| Rev. McLaughlin | 1908-1909 |
| Rev. Wollett | 1909-1913 |
| Rev. Addell | 1914-1919 |
| Rev. Marquire | 1919-1921 |
| Rev. Wright | 1921-1923 |
| Rev. Berry | 1923-1940's |
| Rev. Collison | 1940' s-1948 |
| Mr. Whitney | 1948-1954 |
| again in | 1956-1959 |

Rev. Collison



Noble Community Church
Babbitt Road near St. Clair Avenue



Nottingham Congregational Church

Nottingham Congregational Church was founded by a group of some fifty enthusiasts on December 1, 1907. The first service for the congregation was held at Smith's Hall. On January 19, 1908 services were moved to King's Hall and the first pastor, Rev. Green, was installed October 7, 1908.

The church was incorporated on October 12, 1908, shortly after the purchase of the Nottingham Road property. The corner stone was laid on November 6, 1910

The first services in the new building were held on December 18, 1910. At that time, only the basement had been completed, but expansion continued during the next few years until the sanctuary was completed.

Six pastors served during its existence until the State purchased the property for the Lakeland Freeway. The final service at Nottingham was held in September, 1960



Nottingham Methodist Church

It is believed that Nottingham Methodist Church had its beginnings about 1821 in Euclid Township. Dennis Cooper and his wife, Beulah Pelton Cooper, were present in 1821 and credited with hosting and leading the group. In that same year a congregation was formed and a few years later a church was erected at the corner of Green Road and Euclid Avenue. According to the *Methodist Times* (Vol. 1, no. 3, 1892) this was the first traceable Methodist Church in the area.

In 1856 the building was moved to Euclid Creek Village at Chardon Road and Euclid Avenue. In 1869 the building was again moved to St. Clair Avenue on the north side of the street in Nottingham Village. In 1892 the congregation was once more resettled, a short distance to its present site on St. Clair.

On October 15, 1892 the cornerstone for the new church was laid under the guidance of Rev. J. T. Morton and in 1893 the congregation moved in to the new building. There was no electricity or running water and candles had to be used on a dark day. During the 1920s the congregation saw a change in its make-up, it became Scottish in nature. After World War Two a large number of people moved into the area from Pennsylvania and the make-up of the congregation changed once more.

When Collinwood United Methodist Church closed in 1974 there was a fear that this would be the beginning of a number of other Methodist churches closing in the area and so Nottingham did something about it. It began to focus its efforts on the neighborhood by having a child care center for children and their families. It also instituted a Meal on Wheels program and held or offered meals in the church at specific times of the month. By doing so it has become an integral part of the neighborhood and is an active force now in the community.



Our Lady of Lourdes Shrine and Grotto

The property upon which this Shrine exist was originally the land owned by Mr. Harms. Because Mrs. Harms was a devout Catholic, the Good Shepard Sisters acquired the property in 1920. In 1922 the Good Shepard Sisters visited France and the original Shrine at Lourdes. Mother Mary of St. John Berchmans McGarvey had the idea of building a similar grotto on their property in Euclid. Before leaving the Shrine at Lourdes they received a piece of stone from the actual area where Bernadette saw her vision. It is now in three pieces at the grotto in Euclid.

The grotto was dedicated on May 30, 1926 and in 1928, Archbishop Schrembs gave the area a new title: "The National American Shrine of Our Lady of Lourdes." In Rome he also received numerous special privileges for those involved in the work of caring for the Shrine, both lay persons and ecclesiastical.

In 1952, the Sisters of the Most Holy Trinity took over the Shrine and Grotto from the Sisters of the Good Shepard. The Shrine now became the new Provincial House of the Trinitarian Order in the United States and their new Novitiate. It was the Trinitarian Sisters who began the extensive building program and modernization of the facilities. A new chapel was built in 1958-1959, a new convent for the sisters in 1964 and an extensive dining room in 1978 to accommodate all the visitors they have. Religious services are offered after following the way of the Cross and a walk through the area by Catholic or others, has been said to be both a peaceful, yet inspiring experience.



Rose-Mary Home

Caesar Augustin Grasselli lived from 1840 to 1927. After the Civil War, the Grasselli Chemical Company moved to Cleveland. The firm, founded by Grasselli's father Eugene, became one of the premier chemical companies in the world and Mr. Grasselli became quite wealthy. Mr. Grasselli ran the company for many years and eventually built a beautiful summer home in Euclid, on Euclid Avenue and known as "Three Gables." A dedicated father and husband, he was devastated by the loss of his wife Johanna in 1910, and decided, before he died, to donate his summer home to the Catholic Diocese. Because of his love for children and that his wife Johanna had been crippled at one time in her life, the diocese named the gift: "The Johanna Grasselli Home for Crippled Children."

On the next lot stood the outstanding home of Mr. And Mrs. William Delaney, a 15 room mansion. In 1943, Mr. Delaney turned 80 years old and through the urging of his friend, the Archbishop Joseph Schrembs, donated the house to the Catholic Diocese. From 1943 to 1948 the house was known as St. Therese' Home for war orphans and neglected children. In 1949, a large and modern building was built which connected the Grasselli house and the Delaney house. St. Therese's ceased to exist then and the children were sent to several other area institutions.

Today the Home cares for physical, mental and spiritually handicapped children and vows to do so in the future, as they have in the past. They have served the Catholic Community for 78 years now with much care and devotion. Well done, Rose-Mary.



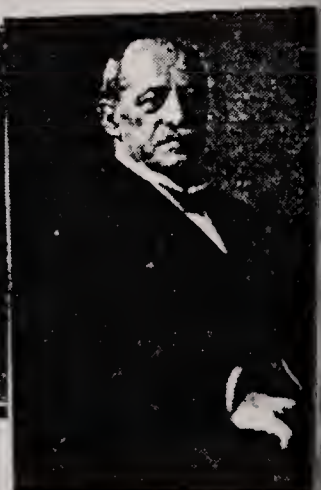
The Grasselli home as it appears today



The main entrance to Rose-Mary Center has welcomed children, family and visitors since 1949



The Delaney home as it appears today



St. Christine Catholic Church

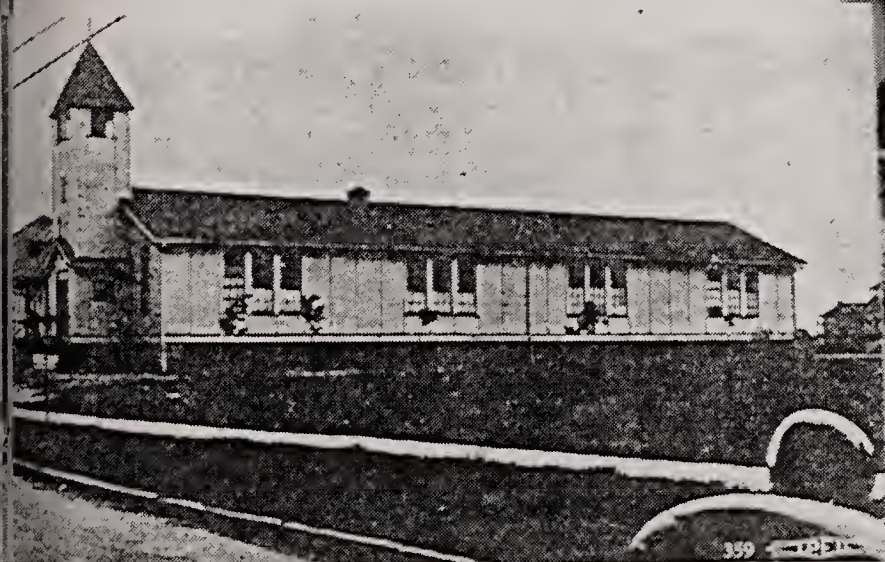
St. Christine Church, through most of its existence, has catered to the Slovenian population of the City of Euclid. As more and more Slovenian's came into the area, a need for an ethnic church arose. The earliest one in Euclid was established in 1909 on Recher Ave. and was known as St. Mary's and remained there for only five years.

After WWI, those Slovenian's living on the east side and who moved into Euclid via the Cleveland Community Rail line, desired a church of their own. In 1925, St. Christine was established in the Logar building at Miller and East 222nd Street. It was named St. Christine because Bishop Schrembs of Cleveland had visited Rome and was given some relics of St. Christine. One of those relics is in the church. Reverend Joseph Czirbusz of Philadelphia became the first pastor and served for three years. Land for the new church was donated by the Edwards Land Co. of Cleveland and was part of Dr. Arms farm. Bishop Schrembs commented about this donation: "The Right Reverend Bishop is very grateful for this splendid piece of land that the Edwards Land Co. donated, for it will care for a territory that is rapidly developing." By 1926, enough money had been raised for a church and school to be built on the east side of East 222nd Street. Both school and church were opened in 1928 with Fr. Venceslar Bukanic as pastor from 1928 - 1931. The rectory and administration buildings were built in 1930 and the Rectory, a tough old building on the east side of East 222nd Street is now the home of "The Open Door Maternity Home." In 1931, Fr. Anthony Bornbach became pastor. The school and church on the east side of East 222nd Street was torn down in 1965 and the new church built across the street on the west side and completed about 1969.

Additions have been made through the years in order to keep up with the growth in population and now has services for any Catholic who may wish to attend. It is one of the more outstanding churches in the city and its parishioners take a very active part in the community.

PASTORS

Rev. Joseph Czirbusz
Fr. Venceslav Vukanic
Fr. Anthony Bornbach
Fr. Joseph Celesnik
Fr. Francis Paik
Fr. Francis R. Sterk



ST. CHRISTINES' CHURCH East 222nd Street

St. Felicitas Catholic Church

St. Felicitas was established by the Cleveland Catholic Diocese in 1950 to cover that area between St. Paul's in Euclid and Our Lady of Mt. Carmel in Wickliffe. The first services held under the new name were in 1951 at the Veterans Hall near Euclid Avenue. Services were then held at Borromeo Seminary in Wickliffe until a permanent home could be found. Property was finally located and purchased on Richmond Road south of Euclid Avenue at the top of the hill. Now came the time of fund raising, a daunting task for any organization. But ground was broken in 1952 and by 1953 the church had been built. However, as in most Catholic parishes, the church is only the beginning of the building program. In 1955 a school was added, the rectory completed in 1958 and the convent finished in 1959.

The original 150 to 200 families who began the church in 1950 had risen to close to 1400 families in less than ten years. As the years passed, needs were seen and filled, keeping the church and its congregation up to date and in sync with the community and its needs. It was also a time when the church turned in on itself to teach its parishioners the fine points of the Catholic religion. As it listened to the needs of the parishioners, it was found that more room was needed in the school and in the library.

St. Felicitas has always attempted to meet the spiritual needs of its members, whether they are young or old and have met this problem with great gusto and reverence. The church is continuing to grow and expand and is in a very healthy condition at the turn of the millennium.

PASTORS

| | |
|-------------------------|-----------|
| Fr. John Lees | 1950-1958 |
| Fr. Raymond T. Smith | 1958-1967 |
| Mgr. Francis Cacciaccor | 1967-1975 |
| Fr. Richard Bober | 1973 - |
| Fr. John J. Kraker | 1973- |
| Fr. Edward Mehok | 1973-1991 |



St. Paul Catholic Church

Having found a number of Irish and German Catholics living and working in the Euclid area, Bishop Amadeus Rappe sent a delegation into this region in 1860 to form a congregation. In the spring of 1861, land was purchased on Chardon Road between St. Clair Avenue and Chardon corners. Building of the church began soon after and took some two years to complete, perhaps because the Civil War was going on at the time and labor was in short supply. Father Edward Hannin served as pastor during the building time, 1861-1863. He was replaced by Rev. John Salaun. Neither Hannin nor Salaun were permanent pastors or in residence at the church. In 1865, Rev. Anthony Martin was appointed pastor in residence and remained with the church until his death in 1899. A couple of notes from Fr. Martin's diary will give you an indication of how hard life was in 1875 and what a priest often had to go through to service his own, and other beginning parishes.

"April 23, 1875. Went to Cleveland on the "Dummy". (This was the Lake Erie and Collamer RR, which began operations in 1875. The "Dummies" were the road's steam engines. Built locally by Globe Iron Works, the locomotives were enclosed by a car body. As a result, the engines had an unusual appearance that led to the name "Dummy.") I got off at E. Madison and Wilson Avenue. Walked a few steps to Superior and then took the horse car to the square.

"May 16, 1875. I rode a hand car to Willoughby to say Mass. Later, returned to St. Paul's and said Mass."

The life of a priest, especially one who served more than one parish, was often an extremely hard one and deserved all the compensation God would give him.

In 1866 a school was added to the church and in 1868 a cemetery was opened on the south side of the property. In 1888 the church was moved south on Chardon Road and enlarged, and on September 7, 1890 was rededicated. A few years later, in 1893, the school fell on hard times and had to be discontinued and after Father Martin's death in 1899 the church served only as a mission for St. Joseph's in Collinwood.

However, after the turn of the century there was an influx of immigrants into the Euclid area and many were Catholic. As a result of the number coming in from Italy, Croatia and many Slovakian nations, St. Paul was once more made a Parish of the Catholic Diocese in 1902. In 1911 the school was reopened under the auspices of the Ursuline Sisters and has remained such even to the present day.

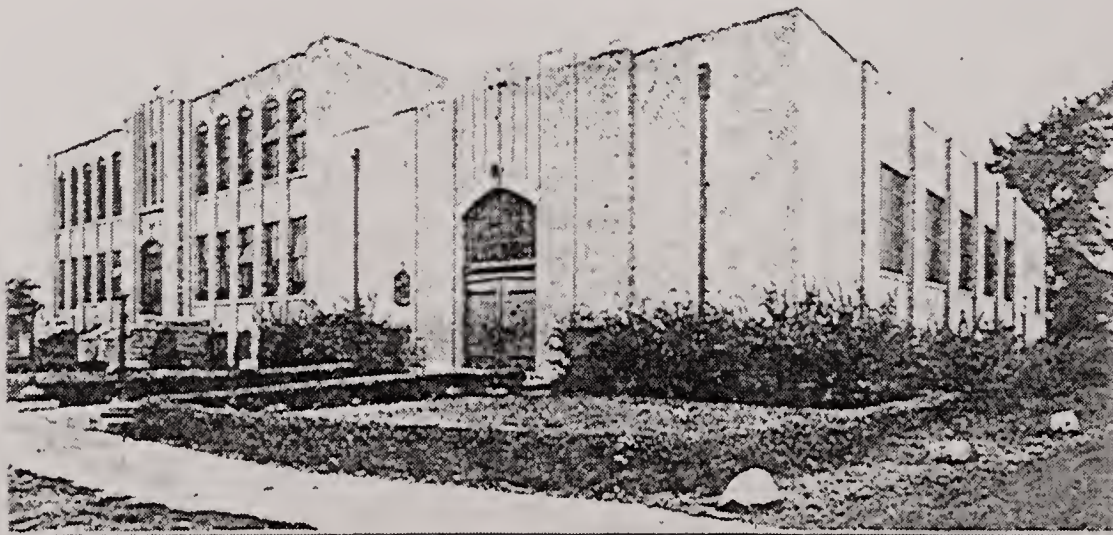
Significant changes were made during the next century. The school was enlarged to accommodate some 600 students. A convent was built for the Sisters. A new administration building was built and the church itself went through numerous improvements. As the oldest and one of the most respected Catholic Churches in Euclid, it became the mother of all the other Catholic churches in our community.

PASTORS

| | |
|--------------------------|-----------|
| Fr. Edward Hannin | 1860-1862 |
| Fr. John Salaun | 1862-1864 |
| Fr. Anthony Martin | 1864-1899 |
| Fr. John W. Bell | 1899-1902 |
| Fr. Patrick Shea | 1902-1904 |
| Fr. Joseph O'Keefe | 1904-1910 |
| Fr. John Scullen | 1910-1914 |
| Fr. Thomas Ring | 1914-1919 |
| Msgr. William L. Kane | 1919-1923 |
| Fr. Thomas Mulligan | 1923 |
| Fr. John Ryan | 1923-1929 |
| Fr. Felix Alinskas | 1929-1930 |
| Fr. Edward Gracey | 1930-1935 |
| Fr. Raymond Gorman | 1935-1939 |
| Fr. Francis Brennan | 1939-1961 |
| Fr. James Herman | 1961-1977 |
| Fr. Francis C. Mulvanity | 1977- |



*St. Paul's Church, Chardon Road, Near St. Claire Ave
The Oldest Catholic Church in Ohio.*



ST. PAUL'S CHURCH

East 200th Street and Chardon Road

St. Roberts Catholic Church

A continuing need to satisfy the religious desires of the people of the City of Euclid and to bring the church closer to the people, caused the Catholic diocese of Cleveland to establish St. Roberts and St. Felicitas churches in 1950. Fr. Charles McCann was brought in as the founding pastor of St. Roberts. The first services were held in the old Shore Theater until such time as a church and other needed buildings could be completed. Fr. McCann lived and conducted church business from St. William's rectory on Lake Shore Boulevard and in 1951 a house at East 238th Street and Lake Shore Boulevard was purchased and used as the rectory.

In June of 1952 ground was broken for the new church and one year later the first services were held in the church proper. In 1967 Fr. McCann retired and Fr. Joseph LeHane became pastor. However, Fr. LeHane decided to move on that same year and Fr. Robert Knuff became pastor. Fr. Knuff served St. Robert's until 1989 and Fr. John Burkley now heads up the church.

After 20 years in service, needed renovations were begun in order to keep up with the times and to keep the church in good working order for the congregation. It should be noted that when the church was first built in 1953 a large percentage of the congregation came from the Briardale Projects and as such, the main entrance to the church was in the rear of the building and not out front facing the Boulevard. When the projects were torn down in 1972, St. Roberts suffered for a time, but as more and more apartment building were built along Lake Shore Boulevard, the church made a comeback and is now in fairly good shape as to the number and activities of its congregation.

PASTORS

| | |
|---------------------|-----------|
| Fr. Charles McCann | 1950-1967 |
| Fr. Joseph Lehane | 1967 |
| Fr. Robert Knuff | 1967-1989 |
| Fr. John T. Burkley | 1989- |



St. Stephen's Byzantine Catholic Church

As the City of Euclid grew in number, so did the diversification of its religions. Families who professed to being Byzantine Catholics had to drive all the way into Cleveland to St. John's Byzantine Parish. During the summer months this may not have been too bad, but during northeast Ohio's winter months it could be quite dangerous. 23 families finally decided it was time to have their own church here in Euclid and requested the right to set up a church here in the city. They began to meet in an old mansion on Lloyd Road and sufficient progress was made so that in 1958 they received parish privileges.

Fr. Andrew N. Vaida became the first pastor and was to remain with the congregation through the building process. The money for the new church was finally raised and the building completed in 1959 and dedicated on November 22, 1959. The next order of business was the building of a school and this was completed in 1965 and the convent for the teaching sisters was opened a year later. By this time, Fr. Vaida was beginning to feel as though he was burnt out and requested a less active parish and in 1987 retired as pastor of St. Stephen's.

Following Msgr. Vaida's retirement, Fr. Thomas Chalena became pastor and through his efforts the interior of the church was renovated to bring it into closer Eastern Orthodox tradition. In 1990 Fr. John Kachuba became pastor and continued the good works of his fellow pastors and has remained with the parish to this date.

The Byzantine or Eastern Christian church and the Roman Catholic share the same basic faith and the same sacraments. However, they differ only in the way that they express them. St. Stephen's has continued to grow over the years and remains an integral part of the religious community of the City of Euclid.



St. Williams Catholic Church

The need for a Catholic Church in the North-eastern part of Euclid took shape as St. Williams church on May 26, 1946. Msgr. John Fleming was the founding pastor. As men returned from the war, families grew and so did the church. A temporary church was opened at the site on East 260th Street in 1948, but the main church was not formally opened until 1969. A school was constructed in 1955 to serve the growing need for Catholic education in the area.

St. Williams congregation is actively involved in numerous church activities, charities, the neighborhood and many of the affairs of the city. It continues to grow and prosper and be a vital part of the City of Euclid and now boasts more than 2500 families on their rolls.

PASTORS

| | |
|-------------------------|-----------|
| Msgr. John J. Fleming | 1948-1965 |
| Msgr. John A. Gallagher | 1965-1977 |
| Rev. James A. Griffin | 1977-1979 |
| Rev. David G. Baugh | 1979- |



Shore Haven Lutheran Church

Shore Haven Lutheran Church can tie its origin to the efforts of one family, the Wilms. The date was 1921. Prior to this time you had to go to St. John's Lutheran Church in Collinwood. The first services for the new congregation were held in Shore High School. By 1927, some money was available and with the help of St. John's in Collinwood, the church was built at 324 East 222nd Street. That church was soon moved to its present location at 280 East 222nd Street.

A number of pastors came and went in the early years, but it was in 1929 that the Reverend Edwin Abendroth was installed, and he remained with the church for the next 45 years. It was in 1958 that the present church was built and although a number of additions and alterations have been made, the core church is still the same. 1962 saw the purchase of a building two doors away which was used for most of their youth activities and named Haven Hall. Shore Haven has been quite active in community affairs and has hosted a number of civic organizations.

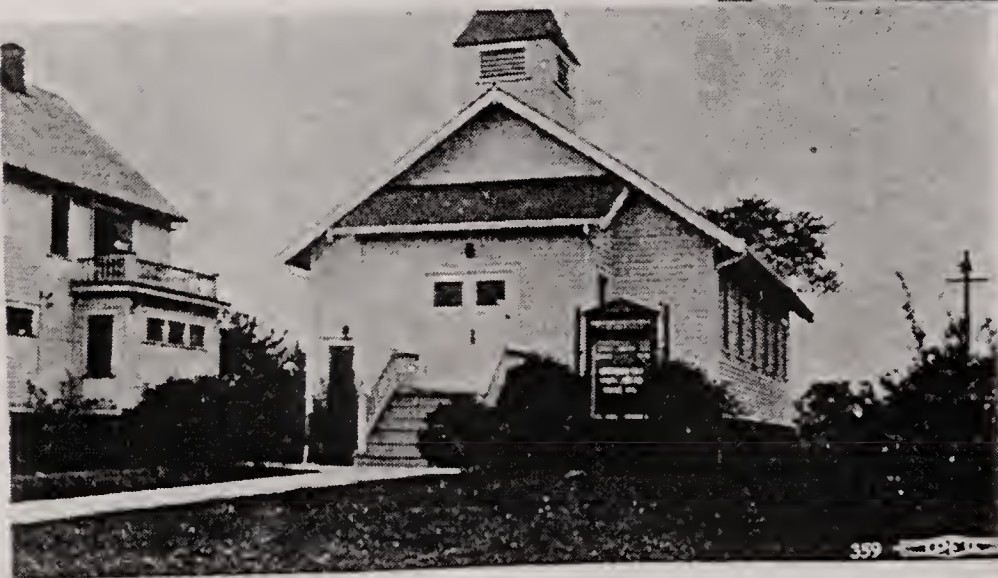
PASTORS

Rev. Edwin Abendroth

Pastor Gerard Kohn

Pastor Chris Just

Pastor Dennis Juengel

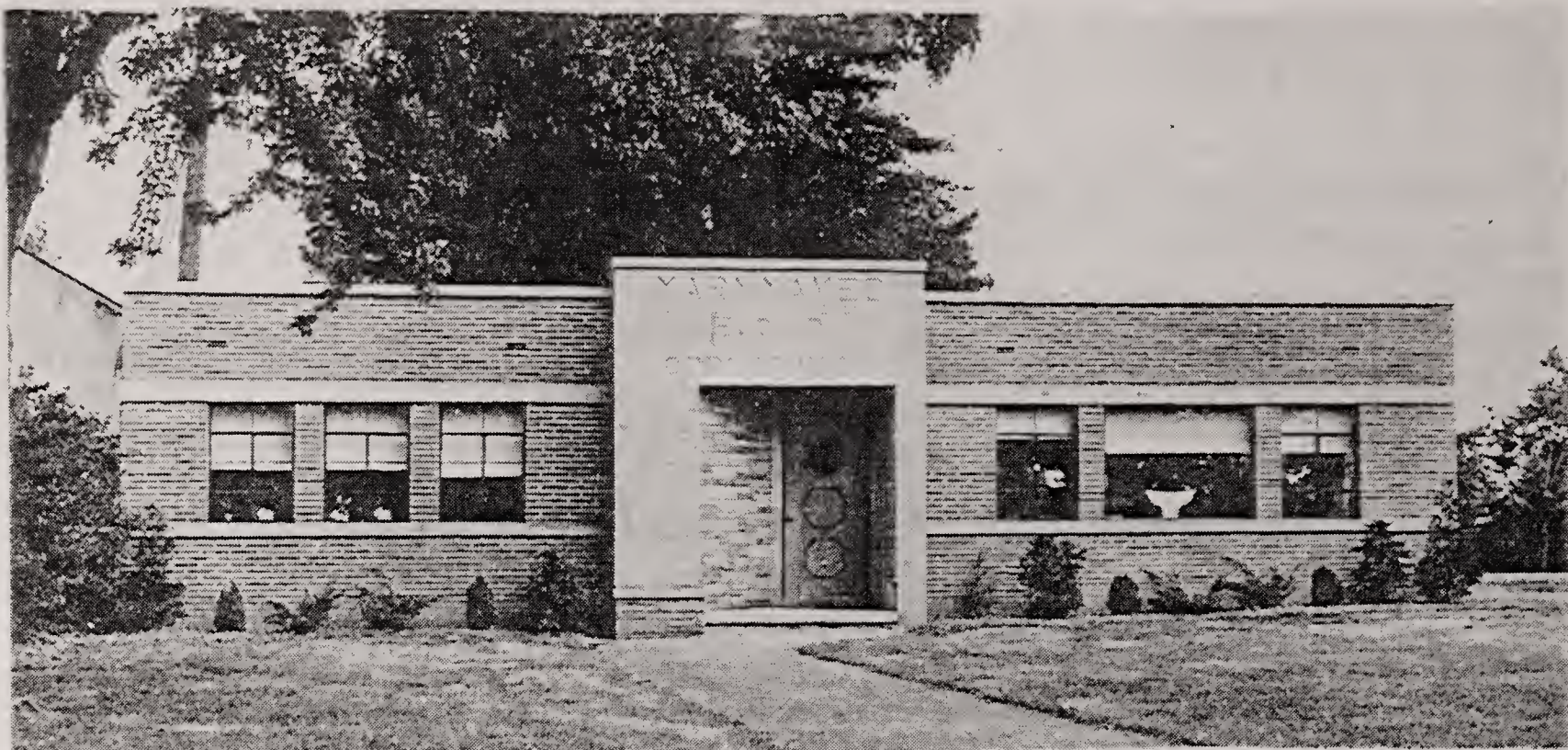


Temple Ner Tamid

For nearly forty years, the Ner Tamid Jewish Temple at 24950 Lake Shore Boulevard, served its parishioners with the very finest services. But Ner Tamid Temple was never the largest Temple in the area and in the 1990s decided to join Temple Israel of Greater Cleveland in Mayfield Heights. The move would be of benefit to both synagogues.

The Temple was leased to the New Life Christian Church.





SCHOOLS

A typical log schoolhouse interior, sketched by Edwin Tunis, serves to illustrate the first log schoolhouse in the Reserve at Warren, 1801. It had one door and windows covered with greased paper. Pupils sat on rough-cut benches. A year earlier Sarah Doan conducted classes in her home in Newburgh near Cleveland. Her teaching materials consisted of a wooden paddle with the alphabet on one side and the multiplication table on the other. Books and paper were very scarce.



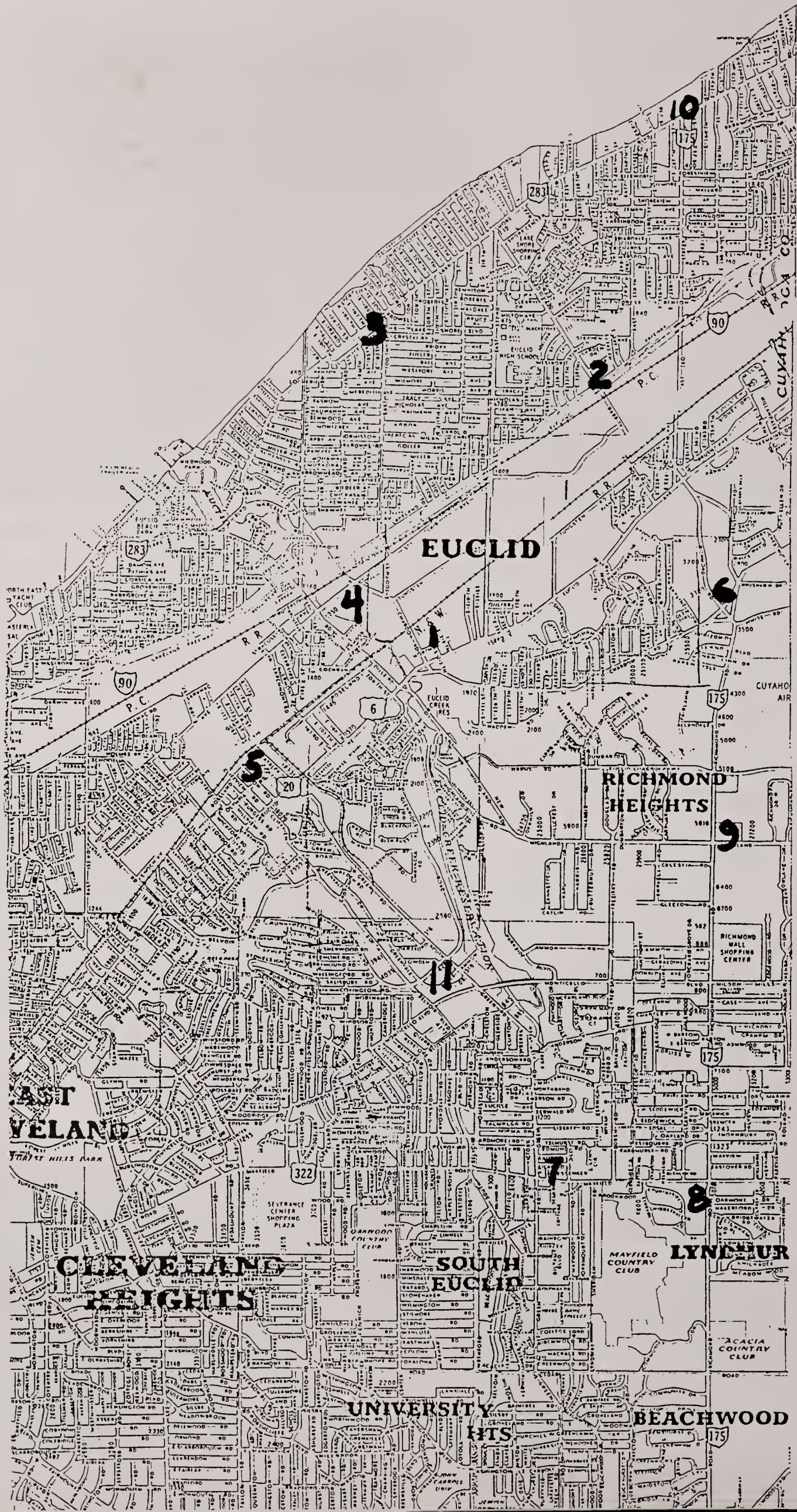
All education need not be formal, classroom oriented. There is a great deal to learn from nature, from experience and from parents or guardians. The early settlers of Euclid Township were mostly from New England and brought with them a strong belief in work and education. One of the more important things to learn as a farmer was arithmetic so that you wouldn't be cheated in dealing with others. Another basic skill that must have been learned, was that of reading, so one could read the Holy Bible, and to know the difference between right and wrong. All of this informal education was given at home by the parents, not in a classroom. But as children grew and the area became more civilized, education also changed, moving from the home to a more formal atmosphere.

Most local historians agree the settlement of Euclid Township began about 1803 and was organized in 1810. The first mention we have of a school in the township was about 1823. In the recollections of Mrs. Cushman, who passed away more than a century ago, were quite a few stories and bits of information from her family and friends. She states that she remembered (1823) that near Euclid Creek there was a framed Baptist Church, a framed school house and a block house. Why this long gap between settlement and the mention of a school. The earliest settlers were grown men who came here to carve out a home and only after the home was built and land cleared for crops would they send for the family. Once the family was settled in, it was necessary to clear more land and try to grow enough to survive the bitter winters of Northeast Ohio. That meant that school age children worked the farm and did not attend a formal classroom. Education during this time, if there was any, was in the home.

When the farm was well established and provided most of the necessities of life, it was only then that a child would have the time to receive his formal education, thus the gap between settlement (1803) and the building of a formal school house (c. 1823). And remember, if you were a farm child you went to school only during those months when there was little to do on the farm and that was usually some three or four months during the winter, about December to March. Then it was back to full time on the farm.

By 1828, Euclid Township had been divided up into districts. This seemed to be the standard practice in many communities and Euclid Township followed suit. There is little, if any evidence, that schools were built right away in each of the districts. However, it does make sense that each district did have some place for their children to learn to read, write and do their numbers. If schools were built at this time, they would have been frame, or log houses of one room with benches, a pot bellied stove and the various instruments needed to keep discipline. A bundle of switches was always evident in the classroom, these were often used on the farm boys in order to promote a "learning atmosphere."

Each district in the area, if a school was built or had a classroom someplace, would need money. They had to pay the teachers and buy needed supplies. If the district was small, the teacher often acted as the superintendent. Larger districts would also have a treasurer and a separate superintendent. The original Euclid Township records report that to be at this level of education, one had to post a bond to keep him honest. By 1837, the township also had an examiner to see that each district school was in conformity to the needs of the student.



Listed below are the 11 school districts in the township. However, this doesn't mean that they were all set up and operational at the same time. Number 11, Bluestone, probably did not exist until after the Civil War, since Bluestone itself didn't exist until then. No school existed in the far western part of the Township, near Euclid Avenue, since this became East Cleveland in 1848.

District 1 - Centered on School Street, now North Street. Site of a school building since c. 1823.

District 2 - Lakeland Boulevard at Babbitt Road where there were two brick buildings and Known as the 'twins'. Demolished for freeway in the early 1960s.

District 3 - Lake Shore Boulevard at East 200th Street and known as the Berwick school. Torn down in 1929. Students transferred to Roosevelt school in 1919.

District 4 - Nottingham and St. Clair. Building still exists as RKB Saw and Mower Co. Nottingham became independent in 1899 and built their own school.

District 5 - South side of Euclid Avenue, west of Green Road. In 1914 the area was annexed to Cleveland and District number 5 ceased to exist..

District 6 - Chardon Road, one-quarter mile west of Richmond Road. Frame school house built in 1828. When it burned down, a new building was put up in 1888 at 26906 Chardon Road on a half acre lot. This new brick building was used until 1917 and known a "Beechnut School." From 1917 to 1940 the building was used as Richmond Heights City Hall. It is now part of a residence at 25800 Chardon Road.

District 7 - North-east corner of Mayfield Road and Green Road.

District 8 - South-west corner of Mayfield Road and Richmond Road. One room brick building finished in 1866 and used until 1924. There is mention of a school near or on this same site in 1858. When Lyndhurst became independent in 1917, the school was shut down. Reopened the next year as Euclidville school. Last class was in 1924.

District 9 - North-east corner of Richmond Road and Highland Road. One room brick school built in 1858. Known as the 'Settlement School.' Condemned in 1897. New building replaced it in 1899 and known as the Maple Grove school. Functioned until 1917 when it became Claribel. Sold in 1940 and used as a residence until 1950. New Richmond Heights City Hall now occupies the site.

District 10 - North side of Lake Shore Boulevard near East 260th Street. Three room frame building built in 1905 to replace an earlier (unknown) school. Purchased as a private residence in 1920 and moved to 26251 Lake Shore Boulevard. House was eventually torn down.

District 11 - Bluestone. North of Glenridge Road on the east side of Green Road. Built in 1880, two schools, one frame, one of Bluestone. After 1906, the stone school was torn down and a frame building used at number 7 as a portable. Became part of May-Green Paint and Wallpaper. Torn down in the 1960's.

From 1837 until after the Civil War, there is little mention of the schools in any documents existing today. There is slight evidence that a high school existed on North Street as early as 1868, but no primary evidence is available to substantiate this. It may have existed, but if there were no graduates, then few, if any, records would have been kept. It was standard procedure for those who wanted a complete high school education, and if they could afford it, to go to Shaw Academy or another of the high schools in Cleveland. Euclid, during this period, simply didn't have enough pupils to warrant the expense of having a high school.

Euclid continued to grow and so did the number of young men and women eligible to attend high school. (This isn't to say they all did, though). By the early 1890s, the state mandated that a high school be built for the entire township. So, in 1894, the North Street High School was built. Mr. Everett Abbey was elected Superintendent of schools in 1895 and the high school dedicated in 1896. The first graduating class was in 1897. (See North Street High School for details).

From 1897 to 1913, the school remained an active part of the community, but in 1913 it was decided to build two more modern and larger buildings; Central and Shore High Schools. As in much of history, there are conflicting reports as to the cost of these schools. Nearly everyone believed that the schools cost was about \$100,000 each. Yet, subsequent secondary evidence of a fairly strong nature states that both Shore and Central were built for \$85,000, or \$42,500 each. (This secondary evidence is the note left that the contract to build the schools was let to a certain builder and that was his price or bid for both buildings). Considering that the original buildings were two story, brick buildings with only six classrooms (and little else), the \$85,000 figure seems to make more sense.

About the turn of the century, the school census showed 868 boys and girls eligible for school. Yet, of all those, only 45 were in high school. The curriculum for those in high school was either in the Classical group or English and once you had made up your mind and began classes, there was no changing. You remained in that area until you graduated or left the school. Remembering also that at this time the Village of Euclid was still predominantly an agricultural community and the young men were still needed on the farm and the grape groves.

Dr. Leonard Vorhees, who was Director of Pupil Personnel for many years, wrote a brief history of Euclid, called: "A Record of the Birth and Growth of an Industrial Community," published in 1947. He covered the history of the city in only a few pages, but his history of the Euclid schools is quite extensive, although in some instances there is quite a bit of trivia, such as Board action to buy a clock. I would refer you to his work if you want more details on the history of Euclid schools.

The continuing history of the Euclid schools by Dr. Vorhees shows some interesting information about the progress made by the Village (we became a village in 1903) Board of Education. As an example, the North Street High School did not have electricity until 1910 and the Board severely limited its use during the daylight hours. In many cases the teachers were paid only \$5.00 more per month than the janitors. (Some things never change). However, in these early years of the system, there were very few teachers who had graduated

from college, but had at least attended for a short time. In 1915, the school board announced that only those who had at least two years class work from a college or Normal school, and with some practice in teaching, would be hired for a teaching position.

In 1914, Euclid Village lost school number five to the City of Cleveland. In 1917, a major change was made when Richmond Heights (Claribel), South Euclid (Euclidville), and Lyndhurst became independent communities and took over operations of their own schools. Mrs. Bessie Wells began her teaching career in Euclid and would give true and faithful service for the next 40 years. A visiting nurse was hired in 1916 to see to the health of the children. It should be noted that only a few rooms on the second floor of both high schools were occupied, the rest being used for grade school children. There were no auditoriums or gymnasiums at this time, they would be added in the 1920s. However, even with the lack of a gym, students were required to have some form of exercise every day. Organized football and baseball were played, where and when they could and with whatever other team they could find.

There were a number of administrative functions carried on during World War One, but it was in 1921 that a major Board decision was made. On April 28, 1921, the Board approved the idea of having kindergarten classes in the school system, but at the discretion of the new superintendent, W. A. Franks. In May of 1921 the Board voted raises for only those teachers who met the "New Standard Educational Requirements." One of those requirements was to attend summer school at least once every three years.

As the population of Euclid grew, it finally reached 3000 and in March of 1922 the Euclid Village School District became independent of the County Board of Education. It was a time of flappers and bathtub gin, but also a fair amount of money. Taking advantage of this trend, the Euclid Board of Education began to take bids on expanding the schools.

Central High School had six new classrooms added. Noble had a new gymnasium built. Roosevelt had an additional five classrooms, plus a new gymnasium. Shore had eight classrooms added and Upson had eight new classrooms plus a boiler house. Most of the work was done in 1925-1926. By 1929 there were 2635 students in the Euclid system and such growth forced the Board to make a number of other additions. Before the depression set in, in late 1929, early 1930, a combined auditorium and gymnasium was built for Upson, Roosevelt and Noble, plus two cafeterias and some fifty new classrooms.

The depression of the 1930s hit Euclid's school system quite hard. Addressograph-Multigraph and Chase Brass opened in the late 1920s and early 1930s with thousands of workers. This influx of workers meant more families and children of school age. The school buildings were already fairly crowded even before these industries began to move in and this new influx of students would really put pressure on the overburdened system. Added to all this was a diminishing tax base, increased operating costs and a number of other problems. The Board finally made the decision to put the superintendent in charge of running the schools while the Board would set policy. (The superintendent could now be used as a scapegoat if anything drastic happened).

Despite all these problems with the depression, the schools remained open and even some new construction was carried on. Shore and some of the other buildings had new classrooms built even while school was in session. There were a number of rather derogatory

Rules for All Teachers in the Public Schools

1. Each day all teachers will sweep the floor, clean the chimneys, fill the lamps, trim the candle wicks, and do other housekeeping chores.
2. Each day all teachers will bring a bucket of water and a scuttle of coal to school for the day's session.
3. All teachers should make their pens carefully. They may whittle nibs to the individual taste of the pupils.
4. All men teachers may have one evening each week for courting. If the men teachers attend church regularly, they may have two evenings each week for this purpose.
5. All women teachers who marry or engage in unseemly conduct will be dismissed.
6. After ten hours of teaching school each day, all teachers will spend the remainder of their time reading the Bible or other good books.
7. All teachers should put aside a goodly sum of their earnings from each pay for their benefit during their declining years, so that they will not be a burden on society.
8. All teachers who smoke, use liquor in any form, play cards, dance, are seen in pool halls or public halls, or get shaved in a barber shop will give good reason for their worth, intentions, integrity and honesty to be suspect.
9. All teachers who perform their labors faithfully and without fault for five years will be given an increase of twenty-five cents per week in their pay, providing the Board of Education approves.
10. All teachers will teach church school classes on Sunday.

Apr, 1987

Speaking Relatively

E Ohio Genealogical Society

The mid-1970s saw the peak of enrollment in Euclid's schools. By 1980 the major industries in Euclid were beginning to downsize as well as some of them going out of business. Enrollment began to decline and the need for all the elementary schools was no longer needed. Wells elementary school was torn down, as was Noble school. Franklin was turned into a day care center and Russell Erwine used for storage.

The history of Euclid's public schools has gone through at least three major shifts. Beginning in the 1820s with the 'Little Red Schoolhouse', throughout the township, to the building of more substantial buildings like Shore and Central in the Village of Euclid. Then the great influx of students in the City of Euclid in the 1930s to the 1970s and suddenly the slow down in the 1980s. The last twenty years have seen significant changes in the schools and the next twenty or so will show even greater changes.

The earliest school in Euclid township appears to have been started about 1823. The school required only a teacher and the backing of the township fathers for salary and necessities to operate the school. But no matter how many schools we had in the township, someone or some group of people had to be responsible for the education of the children. Up to 1894, education in Euclid Township was under the control of the Cuyahoga County Board of Education. In 1893 it had been mandated by the state of Ohio that a high school be built in the township and a superintendent hired. The school was built in 1894 and the first class of six, graduated in 1897. Mr. Everett Abbey was hired as the first superintendent and eleven men made up the Board of Education.

Frank Tracy was named president of this new Board of Education. Almon Dille was named clerk, Stephen White was named treasurer and M. J. Crozier, C. Dodsworth, A. J. Frank, W. A. Hale, E. F. Houck, Fred Keyerleber, Joseph Nolan, J. W. Rowland and Seth Woodmansee completed the Board of Education. In 1903 the voters of the township voted to make Euclid an incorporated village. From then on Euclid had a village board of education.

Salaries of those who worked for the schools were a bit low by our standards. Mr. Abbey, Superintendent, received \$90 dollars a month. Principals received \$70, teachers made between \$40 and \$50 per month depending on experience and length of stay in the system called tenure. Janitors made \$12 per month.

From the time Mr. Abbey was hired in 1895 until just after World War Two, it was the Board of Education which made all the decisions pertaining to the education of Euclid's school children. It was soon decided to allow the superintendent the right to make the decisions and let the Board set the policy. It also happened that at that precise moment, the Board was on the edge and by shifting the decision making to the superintendent, he could take the blame for anything that went wrong. This method of separating policy and action is still prevalent in Euclid today.

Up until the 1930s, Euclid was an agrarian community and its population increasing at a fairly slow and quite even pace. This meant that most of the schools then in operation were quite adequate for the number of pupils in the city. But when Chase Brass and Addressograph-Multigraph moved into town the enrollment in our schools increased rapidly. It was fortunate that the Board of Education was able to make numerous additions to the older schools just before economic depression.

From the time Central School was built until shortly after WWII, the Board met at Central. Then, from the late 1940's to 1961, the Board met at the Henn mansion on Lake Shore Boulevard. In 1961 the W. G. Fordyce Administration building was completed and the Board of Education has met there ever since.

Euclid High School

In a speech given before the Kiwanis in 1940, Superintendent Erwine talked about the lack of vocational classes at Shore and Central and that numerous jobs in the city were going to graduates of vocational and trade schools in Cleveland. The cost of adding on these type of classes to Shore and Central would be expensive and would cause duplication of material. Therefore, a new centrally located high school should be built which would encompass all the latest technology for students who would be going into the work force and not on to college. The idea fell on deaf ears until the middle of World War Two. The tremendous increase in enrollment caused the Euclid citizens and the Euclid Board of Education to begin to take the idea of a new high school much more seriously.

Then, during World War Two, four of the five members of the school board volunteered for active service in the U.S. military. Because of the unusual circumstances, they were allowed to choose their own successors, in hopes that the new members would carry on the wishes of those going off to war. William Hecher chose Loyal Luikart, Russell Glass chose Anton Strohm, Clarence Bliss chose John Davis and Ray Turk chose Clarence Bowman. The reason for these choices was a new high school was being considered and the old board members felt these new members would carry this project through to fruition. Loren Bullard, who had served in World War One, was the only member of the board who remained.

Problems had arisen during the war over costs, site and availability of materials. The new board took up these problems and forged ahead with the project. At a special election held on December 28, 1944, Euclid voters passed a .4 mill levy to buy a site for the new high school and so that plans to build, after the war, could be started. Through an agent, Northeast Real Estate, 45 acres of land was purchased at the corner of East 222nd Street and Tracy Avenue.

In order to have the finest high school available, fourteen committees were formed from the faculties of Shore and Central. Their job was to investigate new school construction and to make recommendations for the new school. These committees worked nearly a year and covered virtually every aspect of new high school construction. The number of classrooms, auxiliary rooms, traffic patterns within a school and a very long list of other necessities for any school was considered. They met with the architects for the next eighteen months and in the end had to make significant changes. The number of students who were of high school age was going up dramatically, as was the costs of labor and materials.

On November 6, 1945, the original costs of the new school had doubled and a bond issue was passed on that day for \$1,850,000. By 1947 the plans were completed, but again, the costs had sky-rocketed. So the first bids were for the basic superstructure only and another bond issue for \$1,850,000 had to be passed to complete the work. Again it was found not to be sufficient and in December of 1948 the voters of Euclid passed a 1.8 mill levy by 92.8 percent. In all, the voters of Euclid, voted nearly \$4,000,000 to build the new school, an indication of the Euclid citizens willingness to pay the taxes for the very best school in the nation, at that time.

The new high school was opened to classes, about 1350 students from Shore and Central, in September of 1949. For all the problems from conception to opening, the school proved to be one of the finest in the U.S. Teachers, administrators and politicians came from as far away as Washington State to see this new building and to take similar plans back to their communities.

Over the years, numerous additions have been made: the E-Room, a second swimming pool and enlargement of the Industrial Arts section. And, even at the turn of the millennium, the high school has proved it remains as a viable and active part of the Euclid community, thanks to the foresight of the men and women of the Euclid Board of Education during World War Two and after.



North Street High School

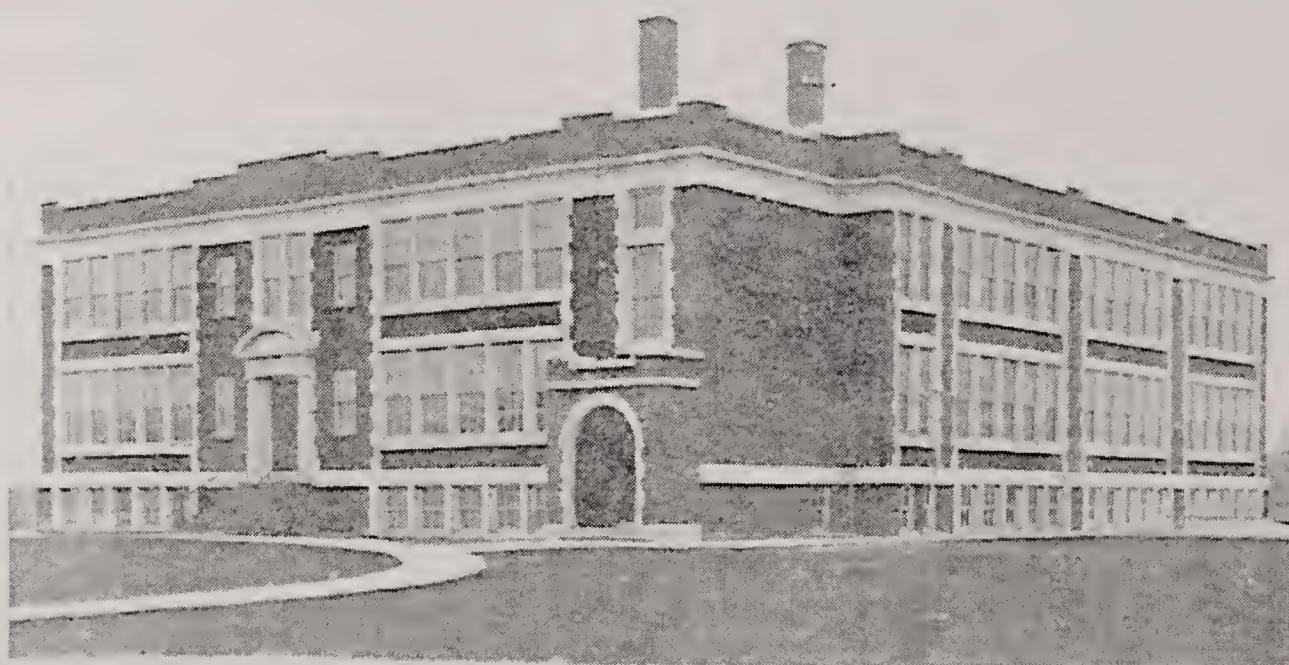
The North Street High School was built in 1894 with the first graduating class coming in 1897. Mr. Everett Abbey was elected the first superintendent of schools in 1895 and the high school dedicated in 1896. There were six young men and women in that class and although we do not have a graduating class picture, we do have their names. Olive Callahan, Ella Houk, Will Houk, Libbie Pelton, Addison Verbsky and Loida Verbsky. It is sad to note that Will Houck died in action during the Spanish-American War. From 1897 to 1912 the school remained an active part of the community, but in 1913 it was decided to build two more modern and larger buildings. Central and Shore High Schools were built in 1913-1914 and the old North Street High School abandoned.

In 1913 the school was sold to Frances Finney and was reconditioned into an apartment house. For the next half century it remained apartments. During the war years (1941-1945), the apartment house was bulging with war workers. In 1958 it was sold to Mr. Friedman, a Euclid jeweler and he continued to keep the apartments. However, there were a significant number of building violations and in 1970 Mr. Friedman turned the deed over to the City of Euclid.

For the next few years the building sat empty while the city tried to decide what to do with it, fix it up or tear it down. In 1975, preparations were begun by the United States to celebrate the nations bicentennial. The federal government sent out request, asking what local governments could do to commemorate this outstanding event. Members of the Euclid Historical Society, under the presidency of Geraldine Devoe and the help of Mr. Bill Tomko, petitioned the city to convert the building into Society headquarters and museum. The city looked with favor on the idea and the city's Community Development Department in 1978 said that the old North Street High School should be rehabilitated and restored as close to the original as possible.

For the next six years, city workers refurbished the building and on May 12, 1984 it was dedicated as the Euclid Historical Museum. During the dedication ceremony, Mayor Giunta said: "Today's building will be a multi-purpose facility for civic, public and private gatherings. It will serve as a museum for Euclid historical artifacts." With this broad interpretation of the buildings use, the Euclid Art Association leased the second floor and a portion of the basement.

However, as large as the building appears to be, through the generosity of Euclid's citizens in donating artifacts, the museum is now running out of space. The house to the immediate west of the museum, perhaps as old as the museum building itself, has recently been purchased by the city and the city government has leased it to the museum for expansion.



Shore High School

The idea of building two new high schools, one at Euclid and Chardon Road, the other at Babbitt Road and East 222nd Street, started about 1911 when 3.1 acres of land was purchased at the apex of Babbitt and 222nd. The initial cost of that land was \$3,850.00, but after the school was built the Board felt the need for more land and had to pay \$14,180.00. Just to the south of all this was the Stein farm and he was willing to sell a portion of his land to the Board, and at a reasonable price. However, the Board refused to buy it and lived to regret this decision. In 1926, seeking more land, the Stein farm had been broken up and houses built, the Board now had to buy land just to the east of the school, but across Babbitt Road. They bought 5.46 acres and had to pay \$5,813.00 to be used as an athletic field.

The school was built in 1913-1914 at the same time as Central and at about the same cost of \$42,500. In the beginning, only a few of the rooms on the top floor were used as a high school, since there were only 22 high school students. The lower grades occupied the rest of the building. Because there was no auditorium or gymnasium, both Central and Shore held the commencement ceremonies at the City Hall on North Street. As the number of students increased, additions were put on. Over time, eight additions were made to Shore, starting in 1916 and the last one made in 1954. An auditorium and gymnasium were built in 1929 and more classrooms added. In 1949 the new High School at Tracy Avenue and East 222nd Street was opened and this relieved the pressure on Central and Shore. However, both Shore and Central remained as a K thru 9 school until new elementary schools and Forest Park Junior High were completed in 1960. Although the new high school relieved Shore and Central at the top (senior high school students) there was such an influx of kindergartners in 1950-1951 that Shore Haven and Epiphany churches had to be used to school 220 small children. Shore became a Junior High School until 1982 when it was formally closed as a Euclid school. Central was torn down in 1967 and a new Central built facing Euclid Avenue near Chardon Road.

For some years the school stood empty until it was purchased by the City and made over into a Cultural Center. However, there are significant problems with the infrastructure of the building and a controversy has been going on since the City bought it as to exactly what to do with it. The land on which it sits is prime land and quite valuable and numerous ideas have been brought forth as to its future, but as of this writing (2002), no definitive decision has been made.

The list of Principals of Shore High School is as follows:

| | |
|-------------------|-------------|
| George E. Honey | 1913 - 1916 |
| Daniel E. Metts | 1916 - 1936 |
| George Armacost | 1936 - 1937 |
| Leonard E. Loos | 1937 - 1958 |
| Spartoco DiBiasio | 1958 - 1964 |
| Robert Wightman | 1964 - 1967 |
| William Wilson | 1967 - 1976 |
| Joseph Mayer | 1976 - 1979 |
| Richard Meyer | 1979 - 1981 |
| Lois McGee | 1981 - 1982 |

Euclid Central School

Erected in 1913 at a cost of \$42,500 and at the same time and with the same plans as Shore School and at about the same cost. The first class moved into the building in 1914, spending a year in a small building just to the west of the old North Street High School. Since there were only twenty-eight high school students at the time that Central opened, they occupied the upper floors, while the lower floors were used for grades one through eight. A number of small additions were made up to 1918. A major addition was made in 1925 with the addition of six more classrooms to compensate for the rising number of students. By 1928, some thirty percent of all students who graduated from Euclid's high schools went on to college. During the school year of 1929-1930, the auditorium was added, at a cost of \$350,725. In 1945, the Board of education moved out of Central and built a new cafeteria and additional classrooms.

From 1923 to 1936, during the transition from an agrarian city to an industrial one, the enrollment at Central went up an average 20 pupils per year. But from 1936 to 1948, the enrollment went from 828 to 1344, nearly one hundred more students than a 1935 survey said should be in the building. Only the new high school on 222nd Street saw the relief of over crowding at Central.

In 1949 the new, large and modern high school was built on East 222nd Street and both Central and Shore Schools were converted to Junior High Schools or Middle Schools. Central School was torn down in February of 1967 and the new Central Middle School erected facing Euclid Avenue rather than Chardon Road. The area that Central had previously occupied on Chardon Road is now Number Two Fire Station.



Public School #10 - Upson Elementary School

In a small article on Upson school, appearing in the Euclid Sun Journal of February 14, 1952, Superintendent Erwine wrote that Public School Number 10 was built sometime prior to 1850. There is some evidence that the old school was torn down about 1905 and a three room school house built in its place and that school was sold off in 1925. It should be pointed out that these early schools were not very conducive to learning. Usually one room with a pot bellied stove for heat, and really not much of that during the bitter cold winters along Lake Erie. Bathroom facilities were usually a two holler down the path and not very good sanitary conditions. There was no electricity or running water in these early schools, as witness the high school on North Street did not receive electricity until 1910.

There were few, if any, house numbers (mail was delivered to a name, not an address), and on both Euclid Avenue and Lake Shore Boulevard, when the interurban ran (1898-1926) your address would have been a stop number, just as PS 10 was Stop 139 ½.

PS10 was an excellent school, for its time. But as the population of Euclid increased, not dramatically, the School Board felt the need for a more modern, up to date elementary school that could handle this small rise in population.

The old school (PS10) was sold to Mr. A. L. Carson for \$750.00. He decided it would make a nice home and moved it to 26251 Lake Shore Boulevard. The Carson family lived in the house for the next forty years, but when the family members passed away, or moved away, the property was sold to Carl Milstein who demolished the house and put up a high rise apartment.

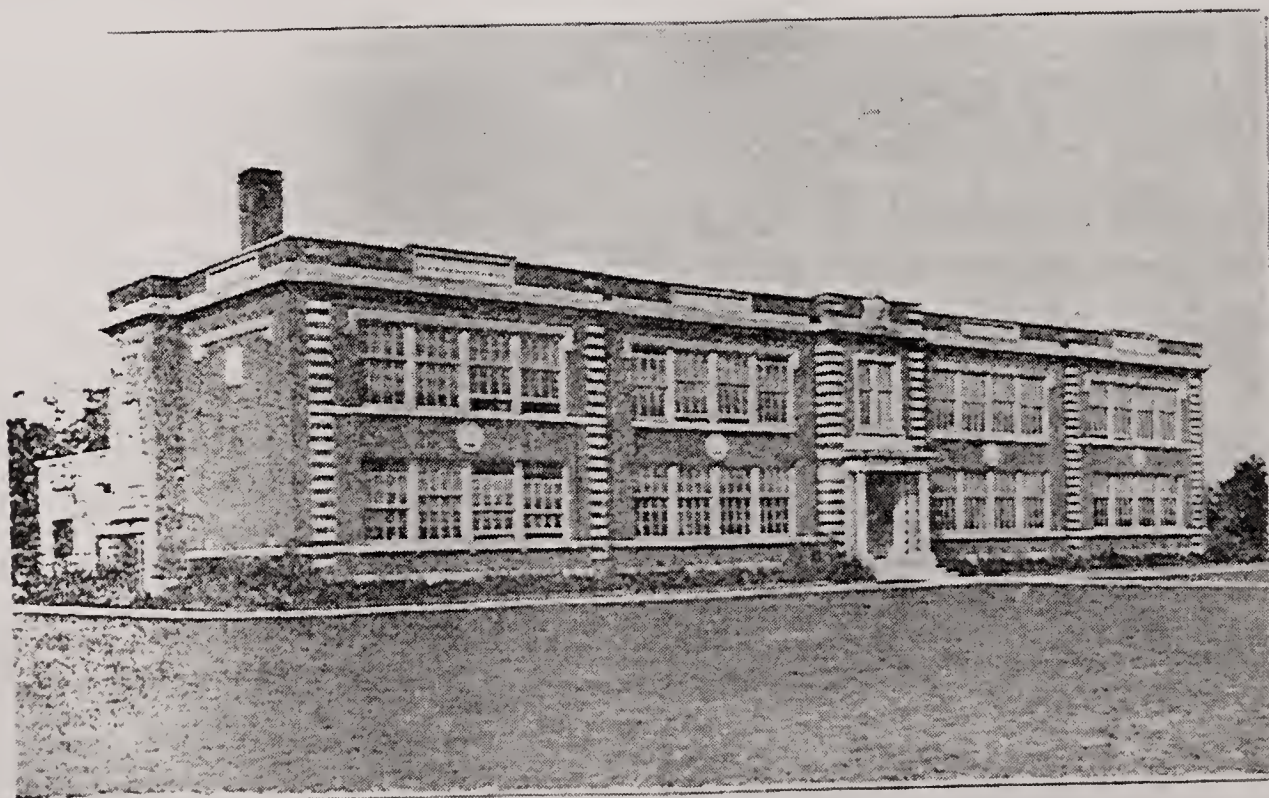
In the meantime, Upson was built in 1925 and classes started in 1926. There were six classrooms and an assembly room, the school being able to accommodate about 120 students and costs \$113,000. In 1929, five more classrooms were added and a combination auditorium and gymnasium. It should be noted that this area was still farm land and the owners didn't like selling their land for subdivisions, thus Upson didn't grow very fast in the 1920s and 1930s.

However, when heavy industry began to move in and WWII started, the population expanded greatly. It was necessary to add fourteen classrooms in 1942 to meet the demands. In 1952 another large addition was made so that the school could handle upwards of 1100 students. At one point in the mid 1950s, the enrollment was 1096, just four short of capacity. Some relief was soon given by the building of St. Williams Catholic Church and school, but Upson has remained a central meeting place for the community and continues to be an integral part of Euclid and her school system.

| | | |
|------------|-------------------|-----------|
| Principals | Miss Ruby Hahn | 1925-1926 |
| | Mrs. Hazel Brandt | 1926-1957 |



No. 10 School, Lake Shore Blvd. & 260th St. - 1912



Upson School, East 260th, One-Quarter of a Mile South of
Lake Shore Blvd., Euclid, Ohio

P.S. 7

This school was built on the north-east corner of Mayfield Road and Green Road. It is believed that the first school house was built about 1845. A new building was built in 1865, demolished in 1911 and replaced with a six room brick building. Mr. King sold seven/tenths of an acre, for less than \$500.00, to the township for the school and in 1927 that same piece of property sold for \$74,500. From 1903, still part of Euclid Township, this school served the southern section of the township as its high school. In 1917 South Euclid became independent and the school was turned over to their Board of Education.

While the school was in operation, there were many German families in the area as well as the Mayfield Evangelical Lutheran Church, also predominantly German.

The site is now occupied by a bank.



*Green Rd. School, Mayfield/Green Rds.
Built 1865, Torn down 1911.*

Noble School was built in 1919 as a replacement for the 'twins'. The 'twins' were two small brick buildings at the north-east corner of Lakeland Boulevard and Babbitt Road, facing Lakeland Boulevard. It is believed that one of the 'twins' was a school and the other a residence. It remained a residence until 1947. The new school was built on the north-west corner of Babbitt and Lakeland Boulevard and would have about 140 students, six teachers and seven rooms. In 1925, the auditorium/gymnasium was built and in 1929, eight additional rooms were built and became the north wing. In 1943, ten rooms were added, extending west from the north end of the school. Mrs. Bessie Wells was appointed principal and would serve Noble school from 1921 to 1954. Because of this long and faithful service to the Euclid school system, when a new elementary school was built at Lake Shore Boulevard and Lloyd Road, the school was named Wells Elementary School. Ms. Wells starting salary as a teacher was \$64.00 a month. The enrollment at the school in 1923 was 301 and in 1937 there were 318 students. However, at the latter part of the depression, the enrollment went down to below 200 and didn't rebound until 1943. It was then that the federal government began to build housing for the defense workers and the population of the school began to rise rapidly so that by 1951 there some 931 students. Within the building was a well equipped cafeteria and kitchen, a place for manual training, sewing and a shower room. There was space for a kindergarten and a combination auditorium-cafeteria.

Noble School was involved in litigation in 1943, which affected virtually every school district in the United States. Federal housing had been built by the government, but they claimed the right to set the value on these homes for tax purposes. The Euclid School Board said that only the county auditor had the right to set the value on any piece of property in the county, not the government. When the government began to push the Board, the Board simply declared the federal housing to be an island unto itself and therefore the children would have to pay tuition. The problem finally went before the Court of Appeals and the judgement was in favor of the Euclid School Board and the County Auditor. This set a precedent for any school district in the United States that had federal housing in its county.

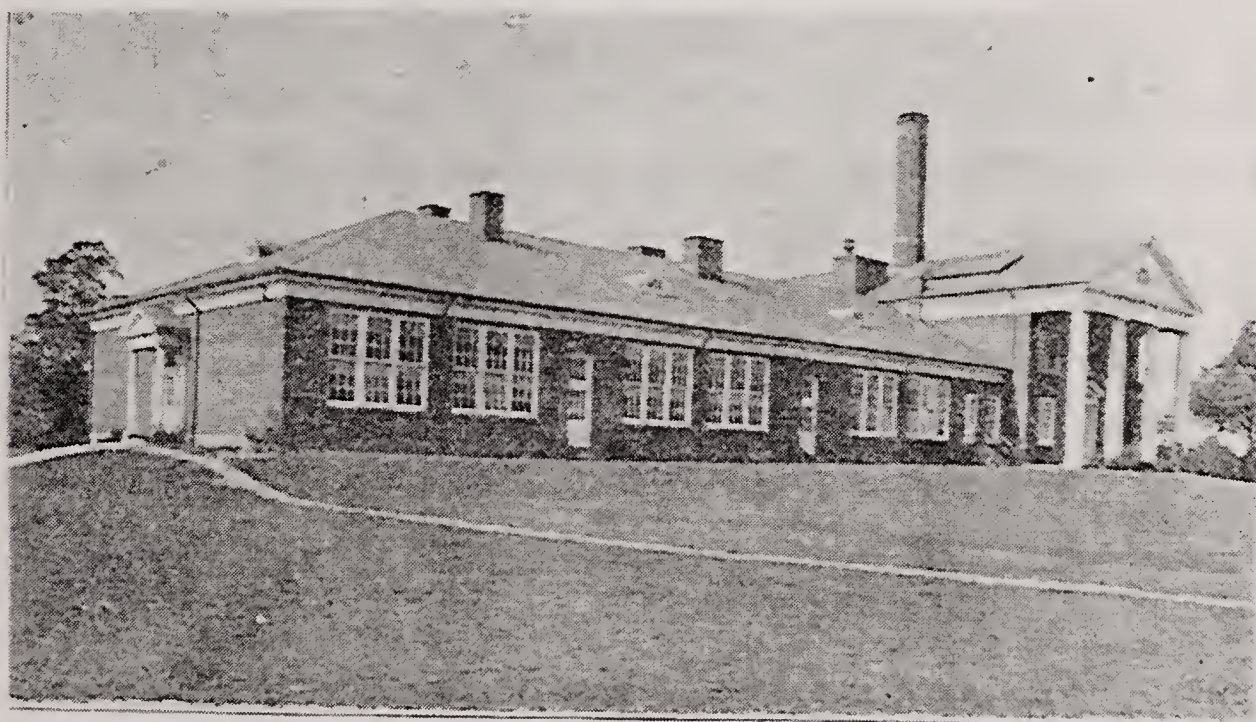
The 'twins' were eventually demolished to make room for the new freeway, while Noble had been set back on Babbitt Road far enough that the new freeway did not interfere. However, Euclid politicians and School Board members do not believe that old is better and because schools pay no taxes, even on prime land, Noble school was eventually torn down in the mid 1980's to make room for a car dealership.

PRINCIPALS

| | |
|-------------|--------------------|
| 1921 - 1954 | Mrs. Bessie Wells |
| 1954 - 1959 | Mrs. H. Hill |
| 1959 - 1972 | Mrs. Leo Fox |
| 1972 - 1977 | Miss Jeanne Ferrel |
| 1977 - 1985 | Mr. Shisila |



"The Twins," School buildings at Lakeland Boulevard and Babbitt Road. Torn down to make room for the new freeway



Noble School, Corner St. Clair and Babbitt Road, Euclid, Ohio

PS3 - Roosevelt School

In 1917, it was decided that Public School Number 3, called Berwick School, was no longer fulfilling the needs of the community and a new building was in order. The school was located at East 200th Street and Lake Shore Boulevard on the south-west corner, opposite Holy Cross Catholic Church. PS3 was built in 1876 and was a frame construction building with a brick veneer to the eaves, but still, only a one room schoolhouse. It was named Berwick because a section of land to the immediate west was named Berwick.

In a notice to the electorate of Euclid, the Board cited a number of reasons why a new school in the area should be built. They wanted a larger building, four to six classrooms, a basement and room for expansion which Berwick did not have. The new building would be fireproof, central heating and a number of other modern conveniences. However, the strongest point in building a new school at this time (we were just about to enter WWI), was a survey which said there would be more and more students and PS3 simply could not handle any more.

During the tenure of Superintendent Russell Erwine (1939-1954), he wrote a number of articles for the Euclid News-Journal on the history of the Euclid school system and on some of the individual schools in the district. Writing in the late 1940s and early 1950s, he had access to primary evidence and stories (some true, some a bit of a stretch) from teachers who had started at Roosevelt. His article, which appeared on January 31, 1952, is quite revealing about Roosevelt school.

At the time Roosevelt was built in 1919, Euclid was still a farming community and not yet industrialized. East 200th Street was unpaved and when it rained, the road was almost impossible to use and the youngest students sometimes needed help crossing the road. The people who lived along the road gave it the rather uncomplimentary name - Cut Road. Even going to the bathroom, which was out in back of the building, was an adventure during the rainy seasons and more than one tiny tot got stuck in the mud and had to be helped. The outhouses were outside because there were no sewers in the street to make a connection.

From 1919 to 1945, the basement area was continually wet and often had standing water. Hundreds of hours were spent trying to find the problem until they dug around the outside of the foundation and found the down-spouts weren't connected to anything because there were no sewers in 1919. Once the sewer connections were made the problem was solved.

The school, and all its additions, allowed for 1000 students, but by 1951 there were 1164 pupils in the school. 200 students now had to go to school at a nearby church and this problem was solved when Thomas Jefferson Elementary School was opened in 1952 and 260 students were shifted to that school.

A bond issue for 3.5 mills was placed on the ballot on February 10, 1917 and defeated. The Board then announced it would have to close the school at Mayfield and Richmond Road and send the students to the school at Mayfield and Green Road. It was this closing which prompted Richmond Heights, South Euclid, and Lyndhurst to hold an election in late 1917 to become independent villages and thereby take control of their own schools.

The bond issue was placed on the ballot once more in November, 1917 and passed. A new site for Berwick School was chosen, south of Lake Shore Boulevard and between Arbor Avenue and Trebec Avenue on East 200th Street. Construction began in April, 1918 but not completed until November, 1919 when the third grade rooms were finished. Mrs Edna Felt was named principal and the new school had eight classrooms, 150 students and a staff of six.

Teachers who did not live in the immediate area rode the interurban to Abby-Tyrone Avenue on East 185th Street and walked to their school. When the school was finished there were significant problems with the heating system and the students lost some forty days of school in 1920. The students mothers, realizing this dilemma, came to the school as often as they could with hot chocolate and went room to room serving their children.

Teachers salaries didn't seem to be too high by today's standards, \$1400.00 per year, but this was commensurate with other school systems. Those who taught at Roosevelt had to walk all the way to Central High School to receive their pay check and to bring their monthly attendance reports, without which they could not be paid. In 1920 the name of the school was changed from Berwick to Roosevelt.

At least three additions have been made over the years so that a higher number of students might be served and given a more complete education, besides reading, writing and 'rithmetic. This brought the total number of classrooms up to 27. It also now has an auditorium-gymnasium, a cafeteria and a fine library. At the turn of the millennium, this school is still a viable part of Euclid's community.

St. Mary's School

1877 1878 1879 1880 1881 1882 1883 1884 1885 1886 1887 1888 1889 1890 1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

AUGUSTINE GARNETT SCHOOLHOUSE
PUBLIC SCHOOL #3
LANSING, MI. & BAYVIEW, MI.

ADONIS FROM HOLY CROSS CATHOLIC CHURCH



Thomas Jefferson Elementary School

In 1947-1948, Parklawn apartments were built on East 260th Street just north of Euclid Avenue and would have 505 units. Then Euclid Gardens, with 303 units was built on the west side of East 260th Street. The Euclid Board of Education then realized there was no school in the area and the children would have to go to Noble or Upson and that meant an overcrowded condition at these schools. The first order of business was to find a large enough site to build a school and they found this on the east side of East 260th Street just north of Euclid Avenue. The Board purchased nine and a half acres for \$25,000.

Plans were drawn and a bond issue presented to the voters of the city for capital improvement by the Board of Education, it passed. It took about six months to draw the plans and once these were done had to be sent out for bids by contractors. When the Board opened the bids they were much too high and rejected them all. (October, 1950). Adjustments were made to the plans and the specifications and sent out for bids a second time. This time they were accepted, but in the process saved the taxpayers nearly \$100,000.

The school was opened and dedicated on January 18, 1952 at a final cost of \$760,000. The school started out with 25 classrooms and nearly 800 students, giving needed relief to Upson and Noble. Miss Grace Clendenen became the first principal and the school, now some fifty years old, seems to be operating well and continuing to serve the neighborhood as it is supposed to.

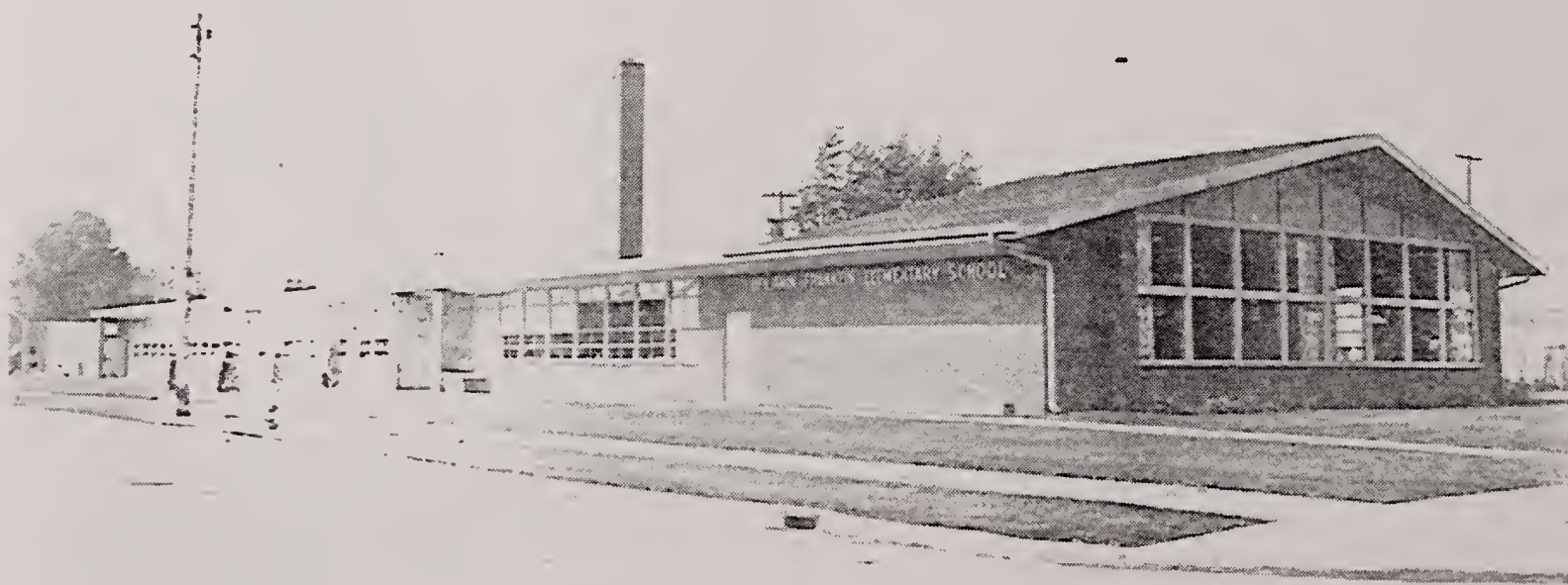


Benjamin Franklin Elementary School

Benjamin Franklin Elementary School is located at Wilmore Avenue and East 215th Street and was opened and dedicated on January 26, 1953. It began with eight classrooms, a kindergarten and an all purpose room. In 1958 there was an addition of three classrooms and a library. 294 students were transferred to Franklin from Shore and Roosevelt, thus alleviating quite a bit of congestion at those two schools.

For a number of years prior to many of the elementary schools being built, the Board of Education rented space at nearby churches in an attempt to keep the class sizes down and the congestion at a minimum. However, the population explosion after World War Two, caught many communities unprepared. Children were reaching school age far faster than classrooms were being made available and so they had to find space outside the old five schools then in existence.

Franklin was the second new elementary school built in a program designed for eight new schools and one Middle School. These were to be paid for by a bond issue passed in the late 1940s and which would be completed by 1960. This meant that all eight schools would be paid for without going into any further debt after 1960, an arrangement most commendable to the Euclid public.



Russell Erwine Elementary School

Built in 1954 on Zeman Avenue off East 250th Street, to fulfill specific needs for students in the area, especially Briardale Greens housing project, east end. Erwine was the third elementary school built in a series of eight in order to take the pressure off Central and Shore schools. When built it had twenty-five classrooms and an auditorium and served close to 400 students when opened. Mr. Harold McBride was principal of the school in 1961.

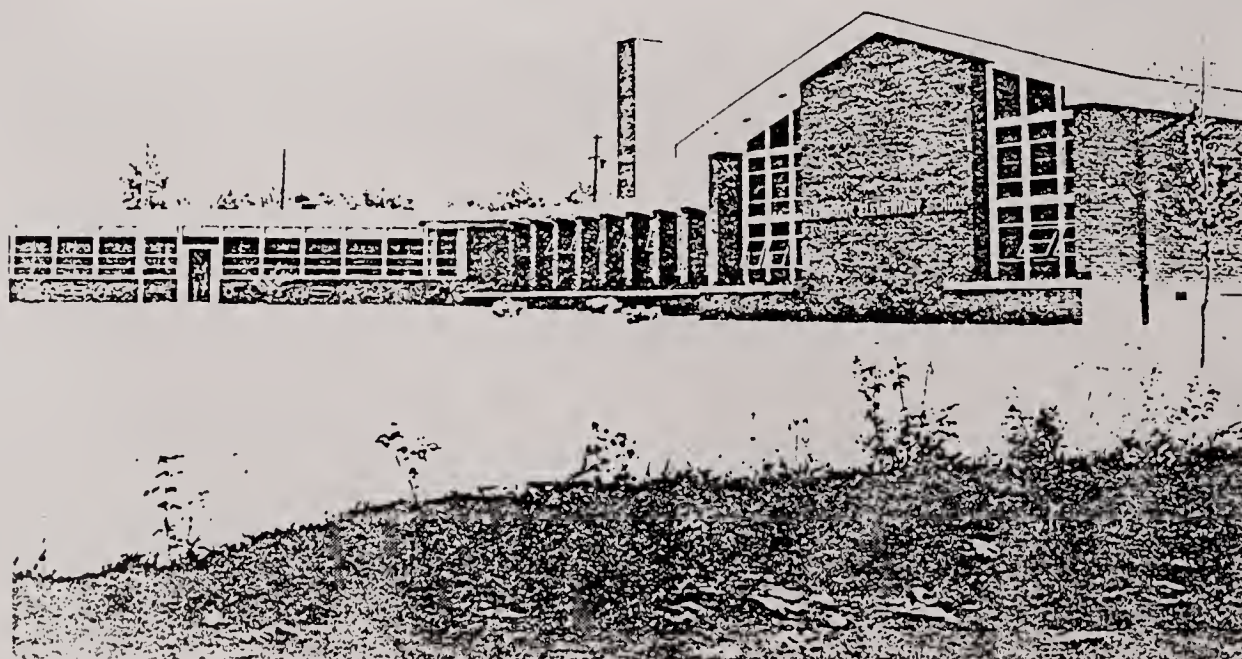
The school was named for one of the prominent and capable Superintendents of Euclid Schools, Mr. Russell Erwine.



Glenbrook Elementary School

Following a survey in 1935 for potential enrollment in Euclid and along Chardon Road, six acres of land was purchased between East 234th Street and Glenbrook Boulevard by the Board of Education for the future home of 'an' elementary school. Building such a school would be dependent on the increase in housing and population both north and south of Chardon.

During and after World War Two, the population in the Chardon Road area increased dramatically and the need for 'an' elementary school become paramount. Glenbrook Elementary School was opened and dedicated on November 29, 1954. It originally contained 12 teachers and 340 students. Most of these students had been going to Central for half day classes only. With the opening of Glenbrook it made possible both Central and Glenbrook to go to all day classes, greatly benefitting the students and alleviating a great deal of congestion at Central.



Memorial Elementary School

Memorial Elementary School was the fifth elementary school in a series of eight that had to be built in the City of Euclid in order to compensate for the tremendous influx of people coming into the city. Memorial was opened and dedicated on March 12, 1956 with Mrs. Irene Hill as the Principal. Its location at Milton Drive and Babbitt Road filled a crucial need for a neighborhood elementary school in that area. Just across the street was Briardale Greens housing project with a plethora of young students who had to go to schools far from home.

The building of Memorial ran into a number of problems, most of them not the contractors fault, but because of floods along the east coast. Virtually all the material needed for the building of the school was being sent to help the victims of the flood and Memorial had to wait some months before it could arrange for its own material to be shipped to Euclid. The school was supposed to be opened nearly four months earlier.



Wells Elementary School

Wells Elementary School was located at the south-west corner of Lloyd Road and Lake Shore Boulevard. The land, which had been an old farm, was owned by the Fullerwoods. Wells was constructed in 1956-1957 and opened in March, 1957. Several hundred children were immediately transferred to Wells from Upson, thus relieving a great deal of congestion at Upson. The school was named in honor of Mrs. Bessie Sherman Wells who had been principal of Noble Elementary School from 1921 to her death in 1954. (See biography).

During construction there was a major rain storm on August 18, 1956 which caused quite a bit of damage initially, but seems to have continued to cause problems nearly every day there after. Just thirty years later these problems convinced the Board of Education to move the children to a safer, but older school. A few years later it was torn down and up scale houses built in its place.

Mrs. Marian Schaffer was named principal of the school in 1958.



Lincoln Elementary School

With the extraordinary rise in population immediately after the Second World War, the Euclid Board of Education felt the need for more schools to handle the young students, the 'Baby Boomers.' As such, eight new elementary schools were called for in various parts of the city so the youngsters wouldn't have too far to walk to school. Lincoln was built on East 206th Street, just to the south of Lake Shore Boulevard. A note in the Euclid News-Journal of 1954 stated that Lincoln Elementary School was then under construction and should be ready for classes on February 1, 1955. The school would start with nine teachers and a principal, Miss Esther Kahle. By opening Lincoln, this would eliminate 12 half day classes than being held at Shore.

The increase in the number of students was a bit mis-stated and nine new classrooms and a library had to be added just four years later in 1959.



Indian Hills Elementary School

In the survey of 1935 to determine the number of students which might be going to Euclid schools, it was determined that this section of Euclid would be one of the premier areas of the city and therefore 'might' need a new elementary school in the near future. As a result of the survey, the Board of Education purchased six acres of land on Sagamore Drive and held it for future needs.

Indian Hills Elementary school was opened and dedicated in late 1958 and contained 16 classrooms and two kindergartens. Mr. William Dodds was Principal in 1961.



Forest Park Junior High School

In the late 1940s or early 1950s, the citizens of Euclid passed tax levies that allowed the Euclid Board of Education to build eight elementary schools and one middle school. The tax levy allowed the Board to build on a pay as you go basis so that by the time the program was complete, in 1960, all of the schools and additions would have been completely paid for. Forest Park was the last of the buildings in this program and was completed in late 1959 or early 1960. It was specifically built to alleviate any overcrowding at Shore and Central and give the children on the far south-east side of the city a junior high school within walking distance. Forest Park also would take many of the students coming from Upson, Thomas Jefferson, Wells and even St. Williams.

Mr. Tyrus Wilson was named principal of the school in 1960.



Mary Mavec - Euclid Opportunity School

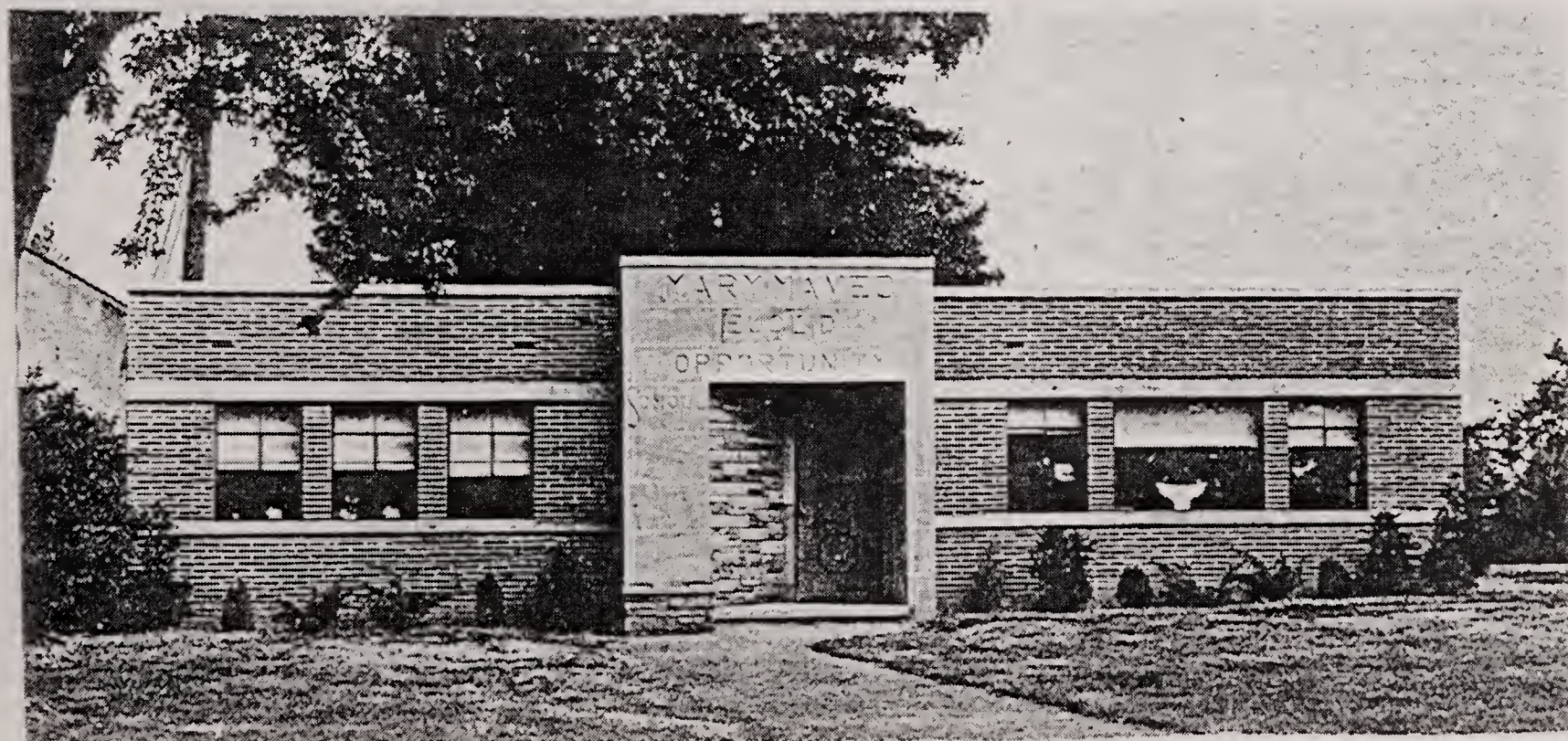
The Cuyahoga Council for the Retarded Child, with the cooperation of the Euclid Board of Education, Euclid City Council and sponsored by the Euclid Kiwanis Club, opened the Euclid Opportunity School in January of 1947. Because of the interest shown by the public, the Euclid Council for the Retarded Child was founded in 1950 and incorporated on April 22, 1953.

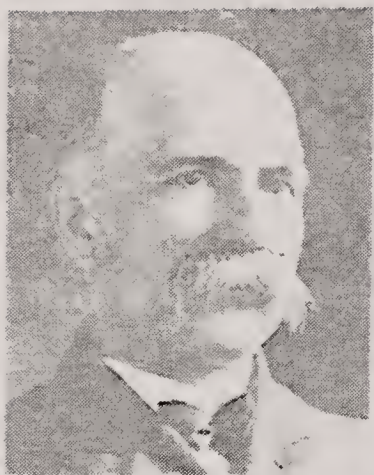
For a number of years after 1947, the opportunity school met in the small white cottage of the Euclid Health Center. However, the Health Center's capacity was only 12 and by 1951 there was a long waiting list to enter. The Board of Trustees met and were convinced of the need for a larger building, but where to find the money. One of the trustees, Edward Davison, believed he had talked Mr. Frank Mavec, a local builder, into building the new building out of his own pocket. The one string attached to this deal was that the school be named for his mother. So, on December 1, 1953, the school was dedicated and named the Mary Mavec Opportunity School. It has remained at the present site, Lake Shore Boulevard and East 222nd Street since its completion.

What exactly is an Opportunity School? When a child is diagnosed and tested to have an I.Q. of less than 50, he or she is regarded as mentally retarded. That child, placed in a normal school atmosphere would be completely out of place and would have little or no opportunity for a normal school life. However, if this same child is sent to an Opportunity School, with students close to his own age and mental capacity, it is believed he or she would be more at ease and thus be able to adjust to life better than in a public school.

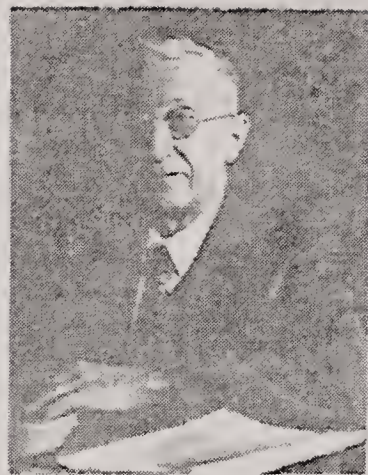
It is nearly impossible for a normal child, or adult, to understand the significant problems faced by a mentally retarded child. Sometimes they haven't learned even the basic skills of life; to feed himself, to walk or run or play. Many have so short an attention span that it is difficult to learn words, shapes, sizes or even colors. All of these deficiencies are recognized at an Opportunity School by the outstanding abilities of their teachers and every care is given to help them learn. Constant repetition of the basics is stressed so that even with their limited mental abilities, they can learn the foundations of life's needs. Placed in the public schools they would never have this chance. It is not assumed, under the best circumstances, that a mentally retarded child will be normal, but he is educated and trained to be the very best he can be and in many cases does make a contribution to society as a whole.

The school is supported by donations from all sources of the public and by the tuition paid by parents. For many years it was the only school of its kind in Ohio which was housed in its own, debt free building. The citizens of Euclid can be proud that its own people care enough to continue to support the school even after nearly fifty years.





EVERETT L. ABBEY



JOEL C. OLDT

EUCLID SCHOOL SUPERINTENDENTS

| | |
|-----------------------|-----------|
| Everett L. Abbey | 1895-1905 |
| Henry D. Bancroft | 1905-1908 |
| Joel C. Oldt | 1908-1914 |
| Joseph A. Baer | 1914-1920 |
| W. A. Franks | 1920-1935 |
| Dr. E. C. Grover | 1935-1939 |
| Russell H. Erwine | 1939-1952 |
| Dr. W. G. Fordyce | 1952-1959 |
| Dr. Lester E. Angone | 1959-1967 |
| Dr. Spartaco DiBiasio | 1967- |



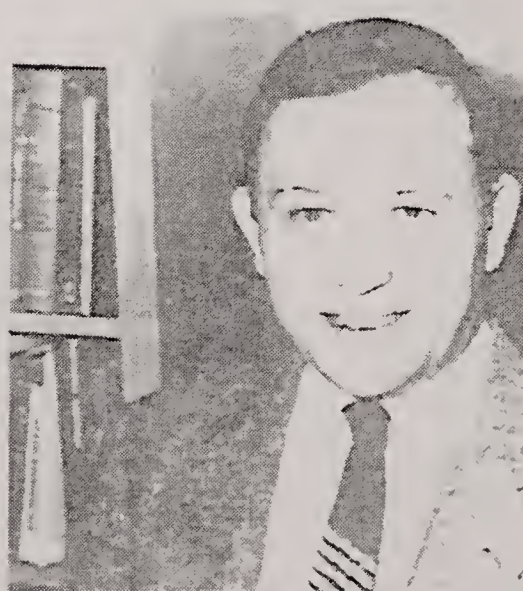
DR. E. C. GROVER



RUSSELL H. ERWINE



DR. W. G. FORDYCE



DR. LESTER E. ANGONE



DR. SPARTACO DI BIASIO



COMMERCE



History has shown that from 1810, when Euclid became an organized township, to the turn of the twenty-first century, there has been, or is, about 2000 businesses within the city. It would be a physical impossibility to write up even a short historical sketch of each one. As for those that did exist, not many of them left any comprehensive history. However, that is the challenge to the historian, to try and bring to light, and memory, as much information on the past as is possible to collect.

From 1810 to 1938, the center of Euclid was at Chardon Road and Euclid Avenue and that was where you would find most of the businesses. After 1938, when the new city hall was opened on East 222nd Street, the center of town shifted north and east. Over a period of years, retail stores and businesses have dispersed throughout the entire city. Each of the main streets, East 185th Street, East 200th Street, East 222nd Street, Lake Shore Boulevard and Euclid Avenue all have numerous businesses located on that street. Even Babbitt Road, and East 260th Street have a number of businesses.

Today, news is received from the radio, television, and even the computer. But a hundred years ago these things didn't exist and Euclidites had to get our news from the newspaper or at the most convenient places. Here in Euclid, we would have gathered in or near the Euclid Inn at the corner of Euclid Avenue and Chardon Road. Or, if we had come into town to have some work done for the farm or the horse, we would have stopped at one of the blacksmith shops on Euclid Avenue, near Chardon Road. Milo Brewer had a blacksmith shop at 21171 Euclid Avenue and Henry Hermle had a shop at 20941 Euclid Avenue.

Milo Brewer's father, William Brewer owned about an acre of land on Euclid Avenue near East 212th Street (called East Street at the time), soon after the Civil War, Milo learned the blacksmith trade and opened his shop in a small building next to their home. Standard procedure a century ago was to work close to his home, and much of the time, in it. It was only after the invention of the automobile that a person could have his home in one place and his business many miles away. It should be noted that the blacksmith shop not only put shoes on horses but also made numerous items of metal for the home or farm.

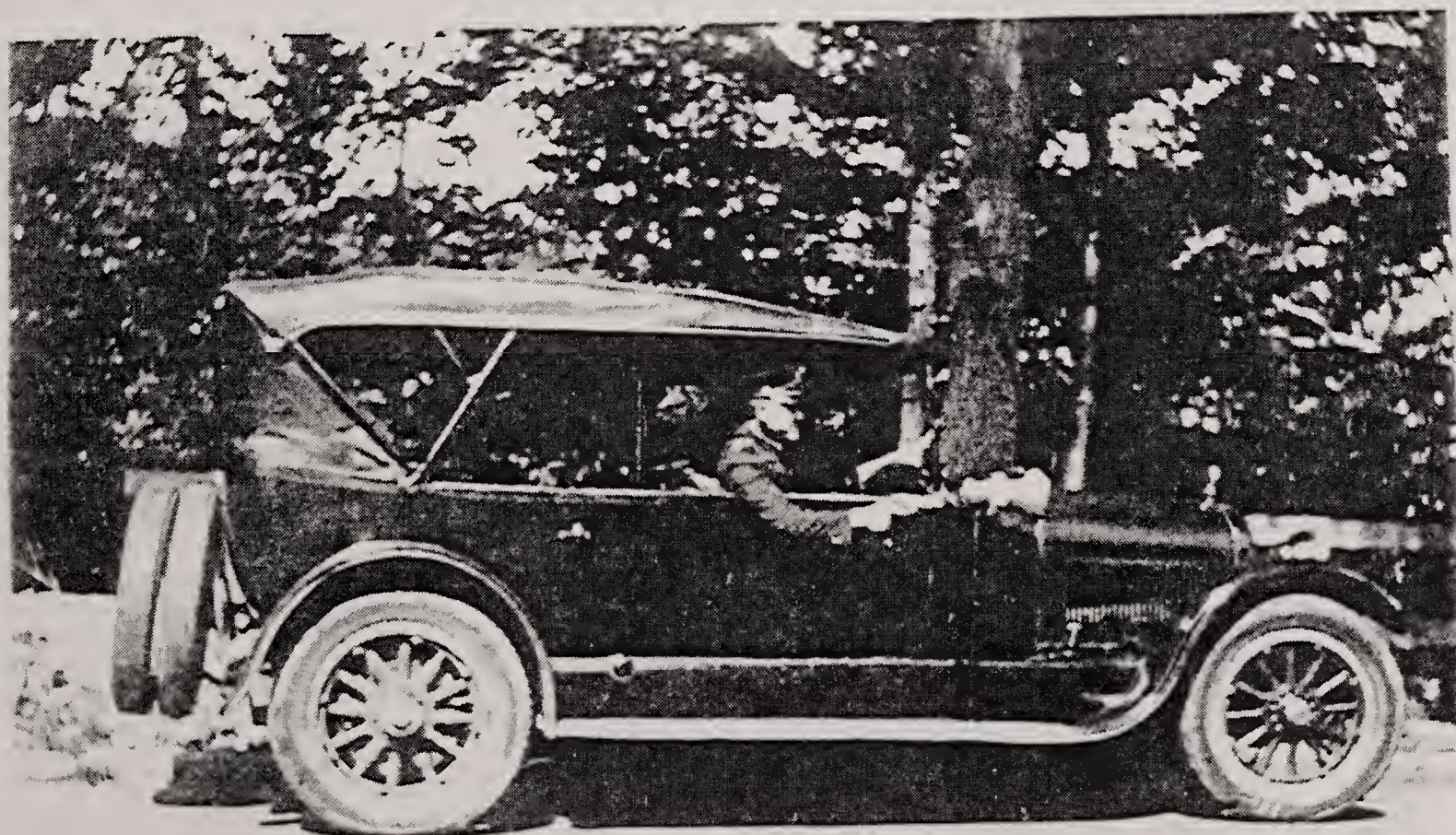
A short distance west of Milo's shop was another blacksmith shop run by Henry Hermle. Henry was one of three sons of Simon Hermle who owned the carriage making business just down the street. In the picture of S. Hermle's Carriage and Wagon Works you will notice the double doors on the second floor. The first floor contained all the heavy equipment for making the carriage. The lighter body (usually of wood) was made on the second floor and when finished was slid down a couple of planks on to the under carriage, shown at the right. Simon Hermle not only made carriages, but sleigh's, heavy duty wagons and even light weight wagons with springs and other appurtenances. The first of Henry's shops was on the north side of Euclid Avenue near Euclid Creek, but a few years later moved across the street to where Heritage Park is today.

When the automobile became the choice of transportation, blacksmith shops either went out of business or changed over to something that had to do with the car. Milo Brewer sold his shop to Orrin Stray who made it into a car repair shop. Henry Hermle learned how to repair and vulcanize (patch) tires.

But blacksmith shops and carriage manufacturers were not the only businesses in

downtown Euclid. According to a map of 1878 there were a number of businesses along Euclid Avenue. Harry Pempin had a florist shop, there was always the ever present grocery shop and post office, the Baptist Church, city hall, a hotel or inn, schools and a number of other buildings. But people, places and things changed very slowly until the influx of the automobile around the turn of the century.

When the automobile became prevalent and replaced the horse, an entirely different look prevailed in Euclid. Wooden buildings were replaced by brick or stone buildings. Sidewalks, once made of bluestone slabs, were being replaced by concrete. City streets, which were dirt or stone, but well maintained, were now slowly replaced with asphalt or brick and soon to be replaced by concrete. In the 1920s, 1930s and 1940s, businesses could locate virtually anywhere that an automobile could reach and were spread throughout the city. Then the idea of bringing a number of businesses together in one spot took hold and the shopping mall and strip mall became the way of the future. Euclid Square Mall, Sherwood Plaza, Richmond-East 260th St. strip mall all came about in the late 1950s and early 1960s. Pictures of Chardon Road and Euclid Avenue, East 185th Street, Lake Shore Boulevard and East 222nd Street during the 1920s and 1930s all show long lines of businesses. But the problem was there was little room for parking and thus all the businesses moved out into the suburbs where they could have an enormous amount of land to build malls, but have adequate room for parking. This move into malls also meant the demise of the small business, the local merchant who knew you for nearly all of your life and was often a friend.



Smith's restaurant started out as an old farm house situated about 22305 Lake Shore Boulevard. An addition was put on the front of the house for the restaurant which had four tables and eight stools. The original owners were John Polson and John Vedric with the business opening about 1929. Both young men had just graduated from Shore High School and anxious to try and make a go in the restaurant business. How well they did can be seen in the simple fact that business doubled every five years, and this was done during the depression years.

One of the reasons for the restarants continued growth was their famous barbecue beef sandwich, originally selling for 15 cents on a bun. If you wanted it on bread, that was 5 cents extra. As the building increased, two other aspects of the restaurant pulled them through the rough times of the 1930's. Number one was they built a fairly large dance hall right behind the restaurant where the parking lot is now. Second, they continually added rooms to the building and made many of them meeting rooms for the local clubs, especially the Coalition Club. Mayor Sims was the originator of the Coalition Club, he had hopes of taking party politics out of the local elections and asking the people to chose the best man for the job, Democrat, Republican or Independent. For nearly half a century this idea worked as well as any idea in politics has ever worked as can be seen by the enormous strides the city took during Sims administration.

After World War II, Smith's had grown to seven dining rooms with a capacity for 700 people. Then, in the mid-1970's, the restaurant was closed and sat for a number of years without an occupant. In the mid-1980's it was reopened as Smith and Company. It then became Freckeltons and then Silvestro's. Although Jerry Silvestro said that business was pretty good, he had to sell out to concentrate on his first restaurant that he had in Painesville.

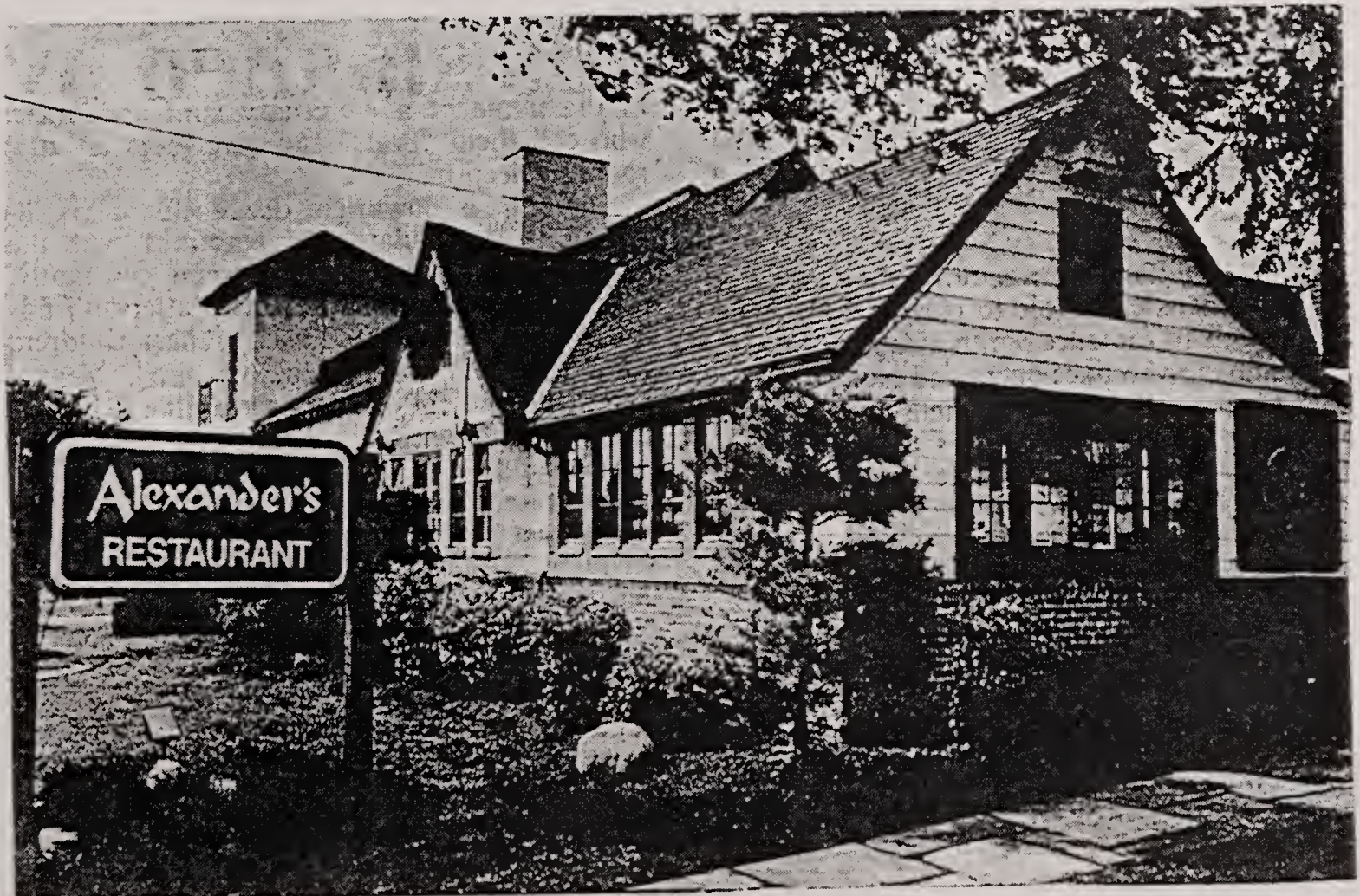
Alex and Peter Papparizos and George Stathoupoulos bought the building and is now known as Alexander's. Alexander's had been in the restaurant business since 1968 but were at the Shore Shopping Center at Babbitt Road and Lake Shore Boulevard from 1981 to 1990. Believing they could make a go of it in a larger building, they bought Smith's building and moved across the street.

Party rooms are still available and there are plans for minor expansion, but mostly to the outside. They still offer the finest food they can and hopefully will remain in business, in Euclid, for many more years to come.



THE ORIGINAL Smith's Restaurant. The photo was taken February 1932 when it

was a farm house with the front end converted into the restaurant.



Euclid Office Supply, the oldest office products company in Greater Cleveland, was founded in January, 1964, by Robert V. Zaman. The company opened up on the corner of Chardon Road and Euclid Avenue. In 1968, Euclid Office Supply moved into the Demshar Building on the corner of Tracy Avenue and East 222nd Street.

In December of 1987, Robert Zaman retired and an employee, John Vernier, who had been with the organization since 1973, purchased the company. After purchasing two acres of land from the Argo-Tech Corporation, the company built a new building of 26,000 square feet and moved into this new facility in November of 1990.

Euclid Office Supply specializes in the sales of commercial office products to companies in Cuyahoga, Lake, and Geauga counties. It also has a retail store in the same location to serve local residences and small businesses.

For 35 years, Euclid Office Supply has been a synergy of modern technology and old fashion service.





POLICE AND FIRE





This chapter on the history of the Euclid Police Department is dedicated to the memory of

ERNIE A. IAFELICE
(1939-1994)

| | | |
|-----------------|-----------|---------------------------------|
| William Covert | 1903-1907 | Elected first Marshall |
| Ernest Earrick | 1907-1921 | Elected Marshall |
| Ralph Fifield | 1921-1924 | Appointed first Chief of Police |
| Ernest Earrick | 1924-1926 | Appointed Chief of Police |
| Elmer Hill | 1926 | Appointed Chief of Police |
| Karl Schmidt | 1926-1928 | Appointed Chief of Police |
| Frank Batchelor | 1928-1932 | Appointed Chief of Police |
| Charles Fox | 1932-1939 | Appointed Chief of Police |
| Ronald Baehr | 1939-1951 | Appointed Chief of Police |
| Gerald Sullivan | 1951-1955 | Appointed Chief of Police |
| Ernest Peters | 1955-1962 | Appointed Chief of Police |
| Frank Payne | 1962-1988 | Appointed Chief of Police |
| Wayne Baumgart | 1988-2000 | Appointed Chief of Police |
| David Maine | 2000- | Appointed Chief of Police |

Euclid Police Department

The history of the Euclid Police Department begins by act of City Council when they passed Ordinance 3883 on May 12, 1924. This ordinance also said that there would be one police chief, two sargents, and nine patrolmen. However, the beginning of law enforcement in the Township of Euclid begins much earlier, in 1810. On April 2, 1810, those few men living in the township, met at Walter Strong's house¹ to elect officers for various government positions. It was the first election of the township officials and one of the more important positions was that of Constable. Nehemiah Dille was elected to that post and on May 7, 1810, posted his bail, as the law required, and claimed that he would faithfully serve as Constable for the township or forfeit his bail. (\$100.00)

At the meeting on May 7, 1810, township officials received news that they must help in electing a sheriff for the county. A constable had only local jurisdiction, but the sheriff held sway over the entire county. If we remember that Euclid Township was only a few years old, one can see the importance our founding fathers placed on keeping the peace and enforcing the laws.

Just what would the constable do when there are only a few hundred people in 35 square miles? One of his duties was to serve warrants on anyone whom the Overseers of the Poor deemed not fit to live in the Township. As an example: February 11, 1811. "This day Nehemiah Dille made return to this office of a warrant issued by the Overseers of the Poor to him as Constable, to warn John Thomas to depart the Township of Euclid." This seemed to be standard operating procedure, to get rid of the poor, since there was little, if any money to care for them. Let the next Township worry about him, or get rid of him as a poor man just like we had done. It may not have been the Christian thing to do, but caring for the poor would have been impossible under the circumstances prevalent at the time and that was the lack of money.

The job of Constable, or any other position in the local government was not a life long job. Nehemiah served only a year or so and in late 1811, Nathan Freeman was elected Constable. What is of primary importance in understanding these changes is the simple fact that there were probably only 25 or 30 men in the entire township who were eligible to hold any elected office. If there were 18 or 20 positions to be filled, there was a tendency to rotate these jobs so that one man could not become too strong in any one position. This is not to say that every official changed every year, just that the pool of men available was so small for the first few years of the townships existence.

In going through the minutes of the township it is possible to pick out every

Constable who served the township from 1810 to 1851. However, this seems like busy work and would add very little to the understanding and history of Euclid's Police Department. It must also be surmised that Constable's continued to serve up until 1903 when the Village of Euclid was incorporated and law enforcement officer became a marshall and the term constable was dropped. The duties had also changed and become quite a bit more complicated, especially after the introduction of the automobile. Even though, in 1903, we were still a farming community, that didn't mean everyone obeyed the various and assundried laws passed in the last hundred years by federal, state, and local politicians. It is also important to understand that our first Marshall, William Covert, with the advice and consent of the Village Council, could request a number of deputies to serve in other parts of the Township, although the township was quite a bit smaller in 1903. Why? In 1848, East Cleveland was formed out of part of Euclid Township and in 1890, Cleveland Heights went independent. In the mid 1890s Nottingham and Collinwood broke away, so Euclid was much smaller. In 1917, Richmond Heights, South Euclid and Lyndhurst went independent and hired their own law enforcement people.

Men like Patsy Leoni joined the deputies then on duty on April 10, 1917. For the next few years, only deputy Marshall's were hired, but about the same time that the Fire Department was founded, January 3, 1922, the Euclid Police Department was in the process of being established. However, until 1924 when the Police Department was formally made, both deputies and policemen were hired. I. E. Patsy Leoni had been hired in 1917 as a deputy Marshall, but on January 2, 1923, he was appointed a regular policeman. It took some time to move the Marshall to Chief and the deputy Marshall's to regular policemen, but within a few years the shift was complete and only policemen were hired after 1924.

In 1921, Ralph Fifield took over as Police Chief and the picture shows the Chief with both motorcycle and automobile policemen. The picture, dated about 1925, was taken behind the North Street City Hall at the service garage. A comment by Patsy Leoni about this time was that most of their work was involved in traffic violations and apprehending chicken thieves. Along with the chicken thieves and other violations of the law was an amendment to our Constitution, passed in 1919, making it illegal to make, sell or in any other manner, consume alcholic beverages, it was called Prohibition.

The Roaring Twenties turned out to be a nightmare for most police forces, trying to stem the flow of illegal booze. Speak-eazies and private clubs sprang up all over the nation and Euclid was no different. Garbage men often carried large amounts of beer in the truck and when they came to a special establishment, would not only pick up your garbage but leave any number of cases of beer. All this, of course, was out of the sight of the authorities? In 1929, the city hall on North Street burned to the ground. According to a report by Captain Frank

Payne, he notes that the new (temporary) police station was at East 200th Street and Tracy Avenue and cost \$70.00 a month in rent. There is also some evidence that after the fire, a door was cut into the back of Euclid Inn and the police and jail were put there. Some of the older citizens believe that both the police and the administration moved to 380 East 200th Street after the fire and although most say the administration was there, few believe the police were. When the new city hall was completed in 1938, the police department was in the basement, as well as the jail. Said jail being approximately seven feet deep and about twelve feet in length. One wonders how it would hold all the drunks on a good Saturday night, and the smell??

When it came to the 1930s there was such a mixture of events going on as to drive a good man to drink. Prohibition wasn't repealed until 1933 and at the same time, one of the worst economic depressions hit the nation and eventually the entire world. Police Chiefs were changed like clothes. Elmer Hill was named Chief in January of 1926, but was dismissed in November of the same year. In December of 1926, Carl Schmidt was named the new Chief of Police, yet, within the year, November of 1927, he too had been fired. On January 16, 1928, Frank Batchelor was appointed Chief of Police and served a couple of years before he died in office in 1932. Charlie Fox was then appointed Chief and lasted nearly five years before being demoted back to lieutenant. When Ken Sims won election and took office in 1938, he named Roland Baehr as his Police Chief and Baehr remained in office until about 1950.

Beginning about 1929, when Chase Brass moved into Euclid and up to the present time, there has been an influx of industry into Euclid. By 1932, Addressograph-Multigraph had come to town and the population of Euclid began to swell. This meant far more work for the police and fire departments and felony crimes began to rise. During World War Two, a number of our policemen went off to war, but the mood of the people had changed and most people felt it their civic duty to obey the laws. Of course not everyone obeyed the laws and the policemen left on duty during the war were extremely busy.

When the war ended in 1945 and the men returned from the service, many of them chose law enforcement as their career and the department finally had enough men to begin diversification. Some of the specialized divisions which have come about, some new, some old, are the traffic division, the K-9 group, specialized forms of investigation, jail personnel and a host of jobs within the department which are filled by civilians.

In the traffic division there are a number of tests one must pass in order to determine his attitude, manners and personality, all aimed at one idea, being able to manage people who have broken the traffic code. It would not be a good idea to send a patrolman out on traffic duty if he had a history of having a short temper or would, in some way, reflect a bad image

on the police department. The division is headed by a lieutenant, through the sargents, to the patrolman. There are some changes made in personnel and times worked, depending on the conditions of the streets (winter snows, heavy rains), and the need to have a higher profile in the community.

Within the same division, traffic, and following close behind, is an investigation unit and arrives with the responding officer or soon after. It is his job to investigate the accident to determine why, how, etc. They must collect sufficient information to satisfy any insurance company and then find out if there is any way to keep this type of accident from happening again. Another division is the crime and traffic prevention unit and helps in any way to determine the cause and how to prevent this same type of accident from happening in the future. One of the primary reasons for separating the patrol officer from the investigating officer is to free up the patrol officer as quickly as possible and to keep him on his assigned duties and areas that much longer.

The detective, or plainclothesman, authorized by the Village Council on February 18, 1924, makes every effort to apprehend any and all persons involved in a crime and who are not then at the scene of said crime. It is the duty of the detective to gather pertinent evidence at the scene of a crime and through extensive investigation, both in time and place, bring the crime to a satisfactory conclusion.

Within the detective unit is the narcotics unit and helping them in this work is the K-9 unit, the use of dogs to sniff out contraband material. During World War Two, dogs were used in a number of capacities and after the war it was learned that their sense of smell could detect illegal drugs and could be trained in that capacity. However, they can also be trained to seek out felons and others, and bring these people to bay until the officer arrives and makes an arrest. One of the more well known German Shepard dogs which the police narcotics unit used, was Heidi.

The modern police department contains a number of divisions and units, all of them must answer to the Chief, and he to the Mayor and the City Council. Ernie listed at least twenty-five separate units, beginning with the Chief. Included in this array of units, not already mentioned, are special services, officer training, issuing of warrants (which has been standard operating procedure since 1810, communications, dispatch and 911 service, records, crime prevention, school guards, the dog warden, the Fraternal order of Police and their auxiliary and the Women's Auxiliary. Nearly everyone of these has an officer in charge and is responsible to his chain of command.



HEIDI

Auxiliary Police

During World War Two, when many young men went off to war, the police and fire departments needed extra hands, but not necessarily qualified policemen or firemen. These extra men were the Civil Defense Auxiliary police and firemen. In 1951, many of the men who had served in the Civil Defense Auxiliary, created the Euclid Auxiliary Police unit and it is still active today. At present, these auxiliaries relieve many regular policemen by helping out at sports events and many social and cultural events where the city would have to supply a regular policeman. They are also on call during times of national or local emergencies for crowd control and where needed.

There are usually 35 to 40 auxiliary police and each one must go through an FBI check and take at least twenty hours or more in first aid courses. They must also be familiar with police law and show a dedication to service to the City of Euclid. The auxiliary is under the control of the Euclid Police Department and must abide by the same code as the regular officers. Each auxiliary is supplied with his or her uniform, but are not permitted to carry a weapon.

Blue Laws

Many of the settlers who came to Euclid Township from Connecticut and New England, had a very strong Puritan background. When they moved into the Western Reserve they brought with them all that they had been while living in New England. Of particular interest to Euclid and the Police Department were the laws which the settlers brought with them concerning the Sabbath. These few (45) fundamental laws were called the "Blue Laws" and were written by Samuel Peters soon after the American Revolution. There are a number of ideas concerning the origin of the "Blue Laws." The Standard Reference Work of 1922, states that the Presbyters of Scotland were 'true blue' in their religion and flew a blue flag. Samuel Peters, who wrote some very severe laws, and preached them, was a Scotsman and a Royalist. He had been driven out of the colonies, back to England and when he returned, seeking vengeance on all, he wrote these very strict and severe laws. He set down forty-five laws, which in many instances make very little sense, some even being completely ludicrous. As an example: Number 20 states that 'no woman shall kiss her child on the Sabbath.' Number 36 says you can't be married on Sunday and number 45 says that every male shall have his hair cut 'round' according to his cap. As you can see, most of these laws make little sense. However, the one which is of most concern to us and to the police during the 1960's was part of number 19 which states that no one shall travel, cook victuals, make beds, or sweep the house. This meant no one was allowed to work on the Sabbath for fear of punishment.

These 'blue laws' were taken seriously by only a very limited number of people and when the population grew and many of these newcomers did not have that same Puritan ethic, they began to do what they pleased, despite the blue laws.

On Wednesday, June 28, 1961, the case of the City of Euclid vs. Lawson Milk Co. went before Judge William Burns of the Euclid Municipal Court. It didn't take him long to dismiss the charges. He gave as his reasons the Blue Laws were so far out of date as to be impossible to enforce. That it should be the responsibility of the state legislature to either repeal the entire set of Blue Laws or bring them up to date to make them consistent with the times.

Marlene Steele Murder

Nearly every community in the Union has its share of murders, robberies and other forms of felons, most of which make only the local news. The City of Euclid is not much different, except for one case, the Marlene Steele murder. On the night of January 8-9, 1969, while she was sound asleep in her first floor, back bedroom, someone shot Marlene Steele in the face, twice. Her husband, Robert, claimed he was at home working on some legal briefs when he heard a suspicious noise. His first thought was to check on the two boys asleep upstairs. He then said he heard two shots downstairs and while going down the steps heard the front door slam shut. Going in to Marlene's room he found her with massive head wounds which proved to be fatal. He then called the police.

Robert Steele was an exceptionally intelligent young man. After graduating from Shore High School in 1948 as the class Valedictorian, he went on to Ohio Wesleyan and then to Western Reserve Law School. He went into private practice with his father, Otto Steele, a prominent Cleveland probate lawyer. Robert then became a Euclid police prosecutor and the law director for the city. In 1968 he became judge of the Euclid Municipal Court and was even being considered for a number of higher offices. But Steele had an Achilles heel, sex. Over time it was revealed that he was having an affair with Barbara Swartz whom he had hired as his clerk just a month or so before the murder.

Patrolman Tom Keay was on switchboard duty that night and received a frantic call at 2:10 AM from Steele saying his wife had just been shot. The police arrived a few minutes later and began their investigation. Steele claimed he heard noises and gun shots and for the next ten days the media made a great to-do about a Municipal judge killing his wife. But Steele's story held up and with his clout, allowed the story to slowly subside. A few months after Marlene's death, Steele married Barbara Swartz in a civil ceremony in Chicago.

In 1971, Robert Ressler was assigned to the Cleveland FBI offices. For the rookie agent, Ressler felt Cleveland to be just another stop, but it proved to be far more. In 1972 he was given a file on Owen Kilbane, an up and coming third-rate hood. But in his investigation of Kilbane, the name Steele kept cropping up and with Euclid Detective Warren Goodwin, re-opened the Marlene Steele murder case. But murder investigations, especially when much of the evidence is circumstantial, take time and Ressler had been moved to the Behavioral Science Unit of the FBI at Quantico, Virginia when the next crack in the case came about.

In the Kilbane file was the name, Carol Braun, a prostitute who worked for Kilbane. She was found guilty of certain crimes and sentenced to a year in prison. Ressler visited her in prison and showed her a picture of Marlene Steele and her condition at the time of her death. When Braun got out of prison in 1975, she feared Kilbane and went into hiding in St. Louis. She called Ressler and by the time he left her, she had given him a sworn statement that Owen Kilbane and others had been paid \$1,000 by Judge Robert Steele to murder his wife, Marlene. But the word of a prostitute would never hold up in court and the Steele file once more went dormant.

In 1976, a man walked into the Cleveland Heights police station and told them he knew who had killed Ted Brown, it was Richard Robbins. Evidence was conclusive and Robbins went to trial, and for his lawyer, he chose Robert Steele. When the case finally came to trial, Steele backed away. Robbins was convicted and sent to prison, but Euclid police believed he was involved in Marlene Steele's murder and continually visited him in prison. Robbins finally confessed he was the hit man for Steele. On December 2, 1976, Robert Steele, Owen and Martin Kilbane, plus Robbins, went on trial.

The trial was a nightmare for the defense, but after reading Carol Braun's statement into the record (which the defense violently opposed since she was still alive and they never had a chance to question her in person) there was little doubt left about who did what to whom. The jury deliberated four days, but found Steele and the Kilbane's guilty. It had taken eight years of hard police work to put the judge away, but everyone felt it had been worth it.

For a short time in the early 1980s, Steele was free on bail awaiting a new trial, but the system continued to work and no new trial was held, Steele was back in prison. In 1994, Steele was diagnosed with cancer and in 1996 went before the parole board seeking release on the grounds that he had a terminal illness. Then, in something few will ever understand, he broke down right in front of the parole board and confessed that he had paid the Kilbane's and Robbin's to kill Marlene. On August 9, 1996, alone and unnoticed by few, Robert Steele died.

To agent Ressler and the Euclid Police Department, especially the detective bureau, their persistence in this case finally reached a conclusion. The citizens of Euclid should be proud of their police for their efforts in bringing justice to a logical conclusion.

Civil Defense

It is the responsibility of the federal government to protect its citizens from all its enemies, internally or externally. During WWII such protection was virtually mandatory. However, when the war was over, there were still a number of problems for the citizens of the United States to contend with, some man-made and some coming from nature. More specifically was the threat of Communism. Added to this was the idea that the people should be prepared for any type of disaster, from a nuclear bomb to a tornado. Once the federal government believed the threat of aggression to the nation as a whole was minimal, the defense and preparedness shifted to the state, county and local level.

The Civil Defense program for the City of Euclid began in 1951 when two organizations were set up, the Euclid Civil Defense Auxiliary Police and the Euclid Civil Defense Auxiliary Firemen. Fallout shelters were designated around the city in case of a major disaster and some of these shelters were stocked with food and bedding. It should be noted that Euclid was a prime target for a nuclear disaster because of the extensive amount of heavy industry and located in a very confined space: between the two railroads and from Chardon Road to the Lake County line.

In addition to their work in Civil defense emergencies, the auxiliary police assisted at crowd control, both indoors and outdoors. The auxiliary firemen were also on 'stand-by' for any significant emergency which may have come up. Both of these organizations personnel were trained in all the basic forms of police work or fire control work, plus first aid and what ever else was needed to make them an effective auxiliary force. Because Euclid had access to a major body of water, Lake Erie, civil defense, through the federal government, supplied Euclid with a 'DUKW' of 'duck', which could travel on land or water. Euclid also had a blue and white emergency vehicle, but sad to say, both of these have now been scraped.

Extensive work was done by the county in selecting sites for fallout shelters. Most of these would be in public buildings, churches and even on private property if it was deemed necessary. Many of these shelters were set up with two-way radios, in case other forms of communications were destroyed. The Euclid Historical Museum has a set of these radios.

As time went on and the threat of Communism weakened, the County Civil Defense was replaced by the 'Disaster Service Agency' and by the mid-1970s the idea of civil defense had faded. However, the auxiliary police and firemen proved to be quite successful and were still maintained. The auxiliary firemen were dropped since the auxiliary police handled most of the crowd control problems and the idea of an untrained man working a fire when there were trained men simply was not logic

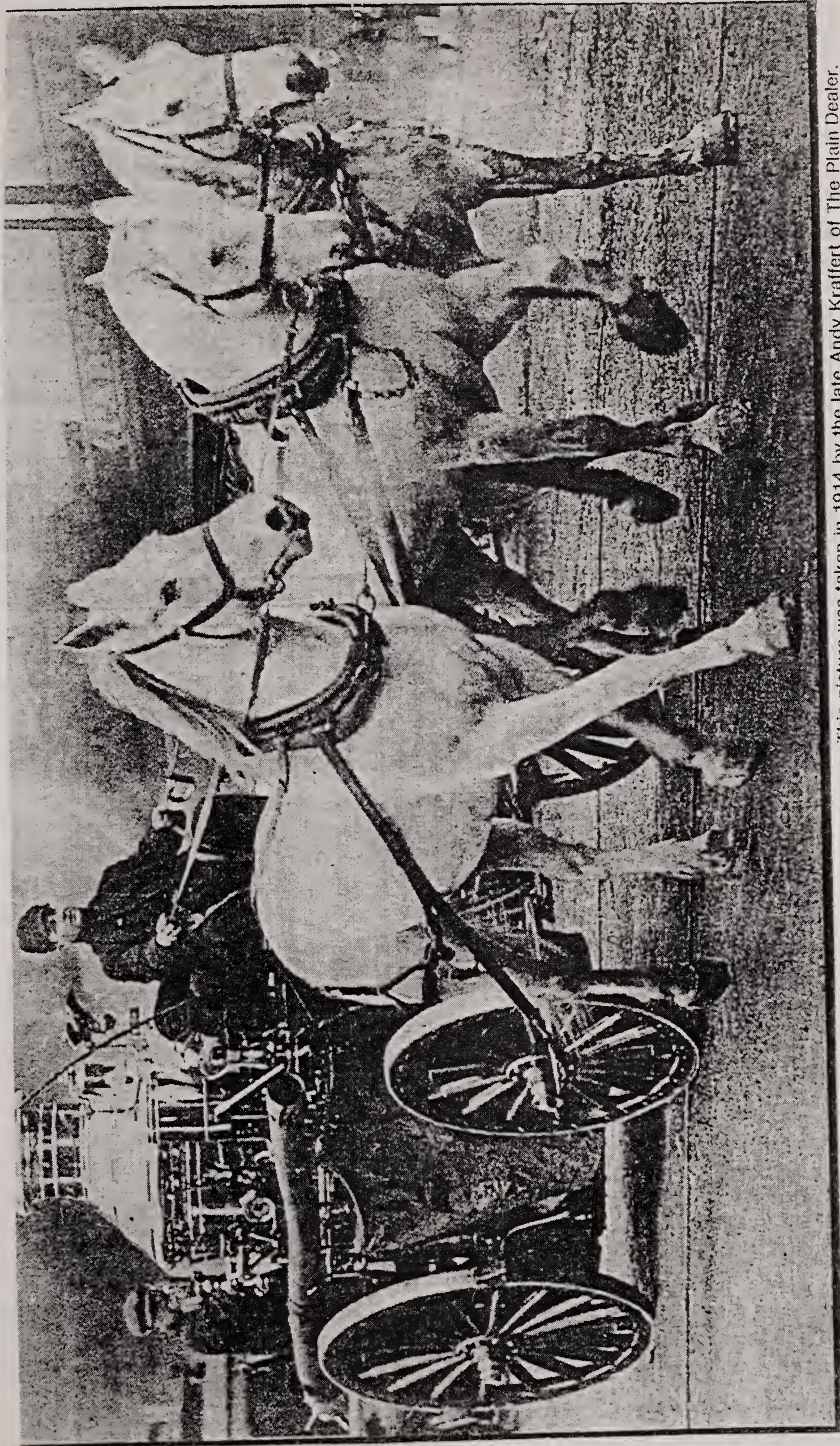
Fire Department

I am indebted to Pennie Riha for the information in this article on the Euclid Fire Department and her booklet entitled: "A Brief History of the Euclid Fire Department," June, 2001.

In 1803, when the first settlers moved into Euclid Township, a fire in any house was always the business of those living closest to the unfortunate victim. For the first twenty or thirty years, most of the houses were built of logs and the first priority was to save the family, then your possessions and last of all was your cabin. It was fairly easy to rebuild a log cabin and this was never high on your list of priorities in case of fire. However, when houses were made of two by fours and clapboards, it became much more expensive to rebuild. As a result, some of the men in each area formed themselves into voluntary fire fighters and responded to their neighbors needs in a time of crisis. These men did not band together eight hours a day and become experts at fighting fires, they were simply farmers who volunteered and could usually be counted on to respond to fires and other emergencies. After the Civil War when the population grew and the number of houses and businesses grew, more and more men began to form into voluntary groups depending on the area they lived in. It would have been ludicrous for a volunteer living on Lake Road (Lake Shore Boulevard) to respond to a barn fire on Richmond Road in Lyndhurst, thus the need for a number of these groups of volunteers.

In 1894, the village built a new City Hall on the south side of North Street and although the fire department was still not established, there was now a central point of contact. A few years later, in 1903, the citizens of the Village of Euclid voted to incorporate. By incorporating itself it now became necessary to have a formalized government. A mayor was elected, Henry S. Pickands, a City Council was chosen and a form of judiciary. But it also meant that there was now a certain procedure that could be followed in hiring and the purchase of needed equipment.

There was a very strong impetus in 1908 for buying fire equipment for the Village of Euclid, and that was the Lakeview Elementary School fire, also known as the Collinwood school fire. Although built of brick at the turn of the century (just eight years old), the entire interior was built of wood. About 9:30 AM a student noticed smoke in the basement and told the janitor. He immediately sounded the fire alarm and the children began to file out of the building in an orderly manner. Students from the first floor would leave by the front door and students on the second floor would leave by the back door. Students on the third floor would wait for an opening or go down the fire escape. All went well until the fire broke through at the front entrance and the children panicked. They turned and headed for the back door only to meet students coming down from the second floor. Then someone tripped and students piled up in the vestibule and before it was over, 172 children had died. Two teachers and a young man who had saved a number of the children by pulling them out of the entrance also died. The only fire equipment was at the fire house, but the horse needed to pull it was elsewhere at the time and by the time the little pumper reached the scene, it was too late. This tragedy forced many communities to rethink their emergency response procedure and to begin making the needed reforms.



This picture was taken in 1914 by the late Andy Kraffert of The Plain Dealer.

The Village of Euclid was no exception and by December of 1908, the village fathers had contracted to buy their own, up to date fire equipment.. It was also decided, in March of 1909, that the village had better organize their volunteer fire department since our schools and most buildings were still made of wood and the number of homes and business were beginning to grow. This was still a volunteer fire department with Earnest Earick as the Chief while he was also the village Marshall. However, he and the department took good advice from Chief Charles Ballou of the Cleveland fire department and who happened to live in Euclid. Up to this time, about 1910, it should be noted that the only water available for putting out fires was well water or from a cistern, unless you lived near a lake, river or pond.

Because Euclid Avenue and Chardon Road was considered the center of the village, the first water lines were put in Euclid Avenue beginning in 1910. Along with the water lines, the Cleveland Electric Illuminating Company began to furnish electricity for both streets and homes. North Street and the high school received electricity in 1913. With the introduction of electricity and water, immigrants fleeing from the problems in Europe, came to Euclid in high numbers. Industry was moving in to Euclid because we had two major railroads to ship goods and to bring in raw materials. It was a combination of all these things that brought many of the immigrants into our area.

Between 1914 and 1918, war raged in Europe and in 1917 America entered the war and began to send troops across the pond. This lowered the number of men eligible to be firemen and policemen, at least for the duration of the war. During the war years, Ordinance number 738 was passed on August 13, 1917 which stated that the fire chief was to be paid \$25.00 per month and had to put up a \$1,000.00 bond. Volunteer firemen were to be paid \$2.00 for each time they responded and helped fight a fire. No bond was needed for the fireman. This idea of paying the volunteers brought in a number of men who then replaced those who were going off to war.

When the war was over and the men began to return home, the population of the village began to rise. The volunteer fire department had proven to be all that was expected, but with the increase in people and homes, it became necessary to have a full time fire department to meet all these growing needs. On January 3, 1922, by Village ordinance number 1881, the Euclid Fire Department was established. A few months later, on June 5, 1922, by Ordinance number 2491, a fire Marshall or fire chief was named, Mr. Ballou. Two years later, on May 12, 1924, the Village of Euclid's police department was established by Ordinance number 3883. The village was beginning to take the form and shape it has today, with a few modifications along the way.

It is all well and good to establish a permanent fire department, but it is just as important to hire men and train them. It was one of the reasons Mayor Zimmerman hired Mr. Ballou, he had the reputation for training firefighters in all the needed skills. On December 1, 1922, the first permanent, paid, firefighters were hired: John TiFolt, Clarence Moyer and on December 15, were added: John Herrick and John Kinnorman. In early 1923, Ernest and Elmer Earick were hired.

About the same time as the fire department was established, it was realized there was a need for a new fire station. Up to that time it was housed behind city hall on North Street at the service garage. Land was purchased just south of Miller Avenue on East 222nd Street

and by late 1923, the new Number One fire station went into service. (Eventually it was demolished to make room for the new freeway). This was a new, modern and up to date fire house and would function adequately until the early 1960s. With the new station in place and with a fairly rapid population growth, more and more men were added to the roster. The census of 1920 showed 3363 inhabitants in Euclid, but the growing industrial base brought thousands of permanent residence into Euclid, so that in just five years there were some 10,503 and in 1930, there were 12,751.

The term fire fighter can be a misnomer in that fighting fires is only part of their job. Because the Village of Euclid has a fair amount of lake front property, it is the right, duty and responsibility of the fire department to see to the citizens safety who use the lake for recreational purposes. So, in 1926, the village purchased a small boat for the fire department and trained a few good men in how to use it and what to do with any victim rescued. As the population grew and more and more people used the lake facilities, the need for more trained fire personnel also grew and men were continually added to the force.

The later 1920s and early 1930s proved to be years of immense hardship for many. In 1929, City Hall, located on North Street, built in 1894, burned to the ground. Fire fighters and policemen were able to save many of the village records, but the building itself was a total loss. Various buildings throughout the city were now used to house the police and administration while the city fathers pondered where to find the money to build a new City Hall. Then, on October 29, 1929, the stock market began to crash and money quickly disappeared. Yet, fire and police still had to function or anarchy would have prevailed. The influx of industry and the resulting growth of population allowed us to meet the requirements set by the state to become a city. On January 1, 1931, by Ordinance number 6030 the Village of Euclid became a city.

In 1929, before the stock market crash, Chase Brass and Copper Company built a huge factory here in Euclid. A few years later, Addressograph-Multigraph built one of the largest factories in the country. Firefighters now had to be trained in how to fight industrial fires and made aware of all the ramifications of a fire inside a huge factory. More men were needed by both police and fire as the factory workers sought homes closer to their jobs. Money for the city workers, including police and firemen, became so scarce that the city had to print its own money. This money was good only in Euclid and to pay their real estate taxes and would be redeemed, if and when times became better.

At the depth of the economic depression, not everything was black. President Roosevelt instituted a number of federal programs designed to help struggling cities and areas over their problems. The Euclid Park Clubhouse was built with federal money, as well as 77 individual houses, the Euclid Housing Project of the 1930s. Plans were drawn up to build a new city hall, more towards the center of town on East 222nd Street. And all was not that depressing at the fire station. Flash the fire dog and Tommy the cat often bolstered the moral of the fire fighters and often made them forget their own problems, if even for a few moments.

As the 1930s wore on, the Depression eased, but this isn't to say it was over, not yet. The slot machines and other gambling devices brought out a fired up reform candidate for mayor, Kenneth Sims. In the election of 1937, he was able to win the race and in 1938, after



HEADQUARTERS, EUCLID, OHIO, FIRE DEPARTMENT
HOSE WAGON

Rear, standing, E. Kreger; next, standing on board, G. Stone; next, standing on board, T. Hanley; next, standing on ground, Lieutenant L. Prentice; next, standing on wagon, A. Yahrhaus; next, driver, sitting, H. Byerley; next to driver, sitting on wagon, E. Kastelle; dog, Flash...

PUMPER

Center front, Chief E. Ealce; right front, Lieutenant A. Costello; right, standing on board, E. Earick; left, standing on board, T. McGreal; right, standing on board C. Moyer; driver, L. Shaffer; on ladder, cat, Tommy.
Built by The DeCarle Corporation Co., and put in operation in 1925.



Firemen of Euclid, Ohio

Left to right, top—Elmer Kroeger, Clarence Moyer, George Stone, Lester Shaffer, Elmer Earick, Thomas McGreal, Edward Kastille, Louis Burkhardt. Sitting down—Alfred Yahrhaus, Lloyd Prentice, E. Earick (chief), Thomas Hanley, Howard Byerley.

taking office, began to clean house. 1940 was a good year for the fire department, George Langa joined the department and would rise to become Chief in 1958 and serve as Chief for the next 30 years.

It has been mentioned that fire fighters must not only fight fires, but a host of other duties as well. Example, on April 3, 1940, an Army pursuit plane, flying too low to avoid a storm, hit the top of a monstrous maple tree and crashed to the ground on East 194th Street just south of the lake. Second Lieutenant J. W. Phelps, the pilot of the plane, died at the scene. But quick action by neighbors, friends and the fire department saved the two houses Phelps crashed near from going up in flames.

When World War Two started in December of 1941, Thompson Products had just finished part of its huge factory at East 222nd Street and Euclid Avenue. Suddenly there was a great need for housing for defense plant workers and in just a few short years, (by 1943), Euclid Homes on East 200th Street, and Lake Shore Village, housing projects, were complete. There were some 1300 units in these two projects and were not built of brick and concrete. A full force fire in any one of the units could have been catastrophic and the fire department kept a close watch on both of these places.

The war meant a number of firefighters and policemen were drafted into military service and, when possible, had to be replaced. To add to the shortage of men, the increase in industry made it imperative that there be built another fire station to relieve some of the pressure on old Number One. A new station was built in 1943 at the corner of East 220th Street and Euclid Avenue. A number of men were now brought into the department to man the new station and new equipment had to be bought.

The end of World War Two brought an enormous increase in the population of Euclid. The 1940 census revealed that 17,866 people were living in Euclid, but in just ten short years, the 1950 census shows 41,396 inhabitants. This meant both the police and fire departments had to substantially increase the number of men. It was fortunate that many of the men returning from the war chose as a career, civil service and the number of men prescribed by City Council for each force was soon filled. But the number of hours worked by a fireman in the mid-1940s was 72 hours a week and this many hours on the job began to take a toll on the psyche of the men. The firemen were able to get their grievance on the November 8, 1948 city ballot and it passed. They would now work 24 hours on duty and have 48 hours off duty, it was called the platoon system with the shifts being "A, B, or C". The passage of this ordinance now brought the hours down to 56 hours a week, even though the police were working only 40 hours in a week.

Watkins Furniture Company at East 220th Street and Lake Shore Boulevard burst into flames right in the middle of a blinding snow storm and bitterly cold temperatures. It is sad to note that one of the premier furniture stores in northern Ohio was a total loss and would never be rebuilt. The diversity of buildings rising during the early 1950s, forced the fire department to upgrade its training program to keep up with this change in building styles. Euclid General Hospital was built and this meant an entirely different method of fighting a fire. Patients who could not walk would have to be moved before the fire could be extinguished, if the fire was in a room or on a floor where patients were. Every fire, in a hospital, factory, business or home is unique and the firefighters had to be aware of every

twist and turn in every building in their area. When this became impossible because of the sheer numbers, it was recommended that four more stations be built and manned. This was in 1954 and it was already rumored that Number One station would be lost, leaving only Number Two.

By the beginning of 1955, there were just the two fire stations with 41 men, six lieutenants, assistant Chief and Chief: Robert Gill. Training in all matters concerning both firemen and policemen was intensified to meet the changing conditions of the city and its burgeoning population. Inspections of factories, businesses, water lines and hydrants were continued so the fire department could tell the infrastructure of the city in case of an emergency.

House fires are always much more personal to both the firemen and the residence. Some of these house fires often end in tragedy, as on December 28, 1955, when the fire department responded to 19581 Merideth Avenue and eventually found two young girls in the upstairs, dead. No matter how macho and impersonal the public may believe firemen are, such tragedies effect firemen in a very personal and emotional manner. The City of Euclid has been fortunate in that more of these occurrences have not happened and much of that is due to the quick response time and training of the men.

The idea of building new fire stations, as recommended, began to take shape in the mid-1950s when land was purchased at East 260th Street and Lake Shore Boulevard. Sites were also looked at on East 222nd Street in view of Number One being destroyed by the forthcoming freeway. Chief Robert Gill retired in late 1957 and, by law, a civil service exam was soon taken to determine the next Chief. It turned out that 41 year old George Langa scored highest and Mayor Sims then appointed him Chief on March 10, 1958. Chief Langa was to serve as Chief longer than anyone else, retiring in 1988.

The new fire station at East 260th Street and Lake Shore Boulevard was opened on April 1, 1958. At least seven new men were hired and a new aerial ladder fire engine was purchased. Part of the job which firefighters have is rescuing citizens who have been careless, overconfident or just plain stupid in some of things they try. It then falls to the fireman to rescue them, as when two boys tried to scale Mt. Baldy in the Metro Park. The cliff is composed of shale and shale does not make for good climbing, so the boys had to be rescued at the expense of all Euclidians.

The up to date equipment and the excellent training given each fireman, allowed the Euclid Fire Department to receive an outstanding award for reducing the amount of loss due to fire in the city. However, just as in any business there are often problems which arise, some foreseeable, some unknown. Plans for the new Lakeland Freeway were progressing faster than anticipated and old Number One station had to be demolished sooner than expected. Problem, the new Number One station at East 222nd Street and Nicholas Avenue was not yet complete. So the men of Number One station had to be set up in the auto shop of Euclid High School. It was a welcome sight when Number One was finished in 1961 and the men now had a permanent home and station.

Progress often knows no bounds and in the mid-1960s, high rise apartments began to appear north of Lake Shore Boulevard. This meant an entirely different problem in case of fire. Most aerial ladders extend to about 100 feet, and high rise apartment buildings are quite

a bit taller. So, instead of fighting any fire over 100 feet high from the outside, the firemen would have to fight the fire inside the building. Perhaps the only way to describe this is like fighting a fire inside an active volcano.

As the population of the city shifted and new homes and apartments were built, it became necessary to build another fire station to cover the south-east quadrant of the city. On July 20, 1969, station Number Four was opened at East 260th Street and Tungsten Road, bringing the total number of stations to four. By having four stations strategically located throughout the city it was now possible to cover anyplace in the city in a matter of minutes and when time is of the essence, this idea has worked well.

The new freeway (I-90) has proven to be all that it was designed to be in moving traffic in and out of the city. However, there are always people who have little regard for others lives, or their own, and use the freeway recklessly. Virtually, from the day it opened in the mid-1960s, to today, accidents have happened, mostly due to high speed. The police continually patrol the freeway, but when there's an accident, it falls to the fire department and its rescue vehicles to clean up the mess.

During the 1970s, a number of firemen retired and were replaced, the same with some of the equipment. Mayor Ken Sims retired and Harry Knuth was elected Mayor. A number of major fires broke out in the 1970s and tested the metal of many of the new men. It is nice to say they lived up to their reputation as one of the finest fire departments in the state. By 1975 the population of Euclid went over 71,000 and this meant more work. A number of men were added to the department to keep up with this increase in homes, businesses and factories.

Rescue work by the fire department began with the first fire in the Township, but through the years has become more specialized. In 1976 the city purchased two Emergency Rescue vehicles, almost a hospital on wheels. Men on every shift were trained in every facet of emergency medicine, believing the first hour in most cases is critical and the more that can be done in the "Golden Hour" the better chance the victim has to survive.

In every form of endeavor, there are changes made, sometimes daily, but certainly over the years. Older people are retired and replaced by the younger. This is, and was, true in the fire department as well as all other city services. But the 1970s and the 1980s posed an interesting problem. The large industries like Chase Brass, Addressograph-Multigraph and TRW, either went out of business, down sized considerably or simply moved out of the city. As a result, the population of the city has slowly gone down to the point where the 2000 census shows only 57,000 plus people.

Changes in administration often bring about new ways of doing things. When Harry Knuth retired, Tony Sustarsic was elected Mayor and served for four years, (1975-1979). As a veteran, he was well aware of the needs of protecting the city and swore in a large number of police and firemen. When he retired, Tony Giunta was elected and served from 1980 to 1987. It was during his administration that the effects of industrial downsizing was felt most and the police and fire departments had few new men sworn in. Most of the men hired by both departments were replacements for men who were retiring and was necessary to keep both departments well staffed. By 1988, it seems the younger generation was beginning to make its clout felt. David Lynch was elected mayor and significant changes were made in the

political foundation of the city. Yet, the police and fire departments remained in tact.

As the administration changed, so did the Chiefs of Fire and Police. In 1988, Chief Langa retired after 48 years on the department, 30 of those as Chief. In January of 1989, James Slattery was sworn in as the new Chief and had been with the department since 1965. There was talk about privatizing the Emergency Medical Service of the city, but the politicians who came up with this idea had their heads in the sand, (or somewhere else). To hire a private firm to handle the thousands of emergency calls would have cost far more than having the fire department do it, and since they couldn't be based inside the fire house, it would mean taking longer to respond to calls and that few minutes could mean the difference between life and death.

On July 29, 1993, the City of Euclid was struck by a mini-hurricane with winds close to 100 MPH. Trees were down and brought power lines down with them and for some, it meant days before they had light. The police, fire department, and the citizens of Euclid pitched in to help clean up, but the bill for all this ran over a million dollars. In times of emergency, the people of Euclid have always been there and it is one of the reasons this is one of the better cities in the state.

In the midst of all this, our city fathers began to think about cutting back on the fire department, believing fewer citizens justified fewer firemen and at least cutting back one fire station. Sometimes conservatism can be carried too far and the citizens of Euclid let the administration know what they thought of this idea, and in a loud, clear voice.

Chief Slattery retired in 1995 and Michael Dworning was sworn in as the seventh Fire Chief. The idea of a new fire station to replace old Number Two had been kicked around for a number of years, but Chief Dworning made it one of his priorities and on September 1, 2001, the new Number Two fire station was dedicated. In 1995 we also saw a change in the administration with Paul Oyaski being elected mayor.

To mention each fire or emergency the fire department responded to would not be in the scope of this article. However, if you want details of fires I would recommend the newly published booklet by Pennie Riha which I mentioned at the beginning of this article.

Appointments to the Euclid Fire Department

| | |
|-------------------|----------------------|
| December 1, 1922 | John Tifolt |
| December 1, 1922 | Clarence Moyer |
| December 15, 1922 | John Herrick |
| December 15, 1922 | John Kinnoman |
| January 1, 1923 | George Stone |
| June 25, 1923 | George Fry (Captain) |
| July 9, 1923 | Lloyd Prentice |
| August 1, 1923 | Elmer Earick |
| September 1, 1923 | Lester Shaffer |
| January 15, 1924 | Arthur Costello |
| January 15, 1924 | Edward Houston |
| January 24, 1924 | Elmer Kreger |
| February 1, 1924 | Alfred Yahraus |
| May 16, 1924 | Thomas Hanley |
| August 1, 1924 | Howard Byerley |
| August 1, 1924 | Thomas McGreal |
| August 1, 1924 | Edward Kastelic |
| December 1, 1925 | Ernest Earick |
| May 19, 1927 | Louis Burkhardt |
| February 10, 1928 | John Kracker |
| June 22, 1931 | Charlie Poe |
| November 18, 1931 | Joseph Kraince |
| November 18, 1931 | Arthur Kornblum |
| November 18, 1931 | B. Felitz |
| April 16, 1932 | Robert Gill |
| April 16, 1932 | Jack Latour |
| April 16, 1932 | George O'Kross |

Fire Chiefs

Charles Ballou named Chief in 1922 and resigned in 1926.

Ernest Earick named Chief on December 2, 1926 and stayed until 1938.

Thomas Hanley named Chief in 1938 and remained so until 1949.

Robert Gill named Chief in 1950 and remained for the next eight years.

George Langa named Chief in 1958 and remained so until 1989.

James Slattery became Chief in 1989 and remained so for the next six years.

Michael Dworning became Chief in 1995 and is still in off as of 2002.

Euclid Fire Department

| | | |
|---|---------------|---|
| Fire Station number 1 970 East 222 nd Street | Built in 1922 | Torn down in 1960 to make Room for the new freeway |
| Fire Station number 1 775 East 222 nd Street | Built in 1961 | |
| Fire Station number 2 22141 Euclid Avenue | Built in 1943 | Abandoned in 2001 |
| Fire Station number 2 1500 Chardon Road | Built in 2001 | |
| Fire Station number 3 25970 Lake Shore Boulevard | Built in 1957 | |
| Fire Station number 4 1395 East 260 th Street | Built in 1968 | |

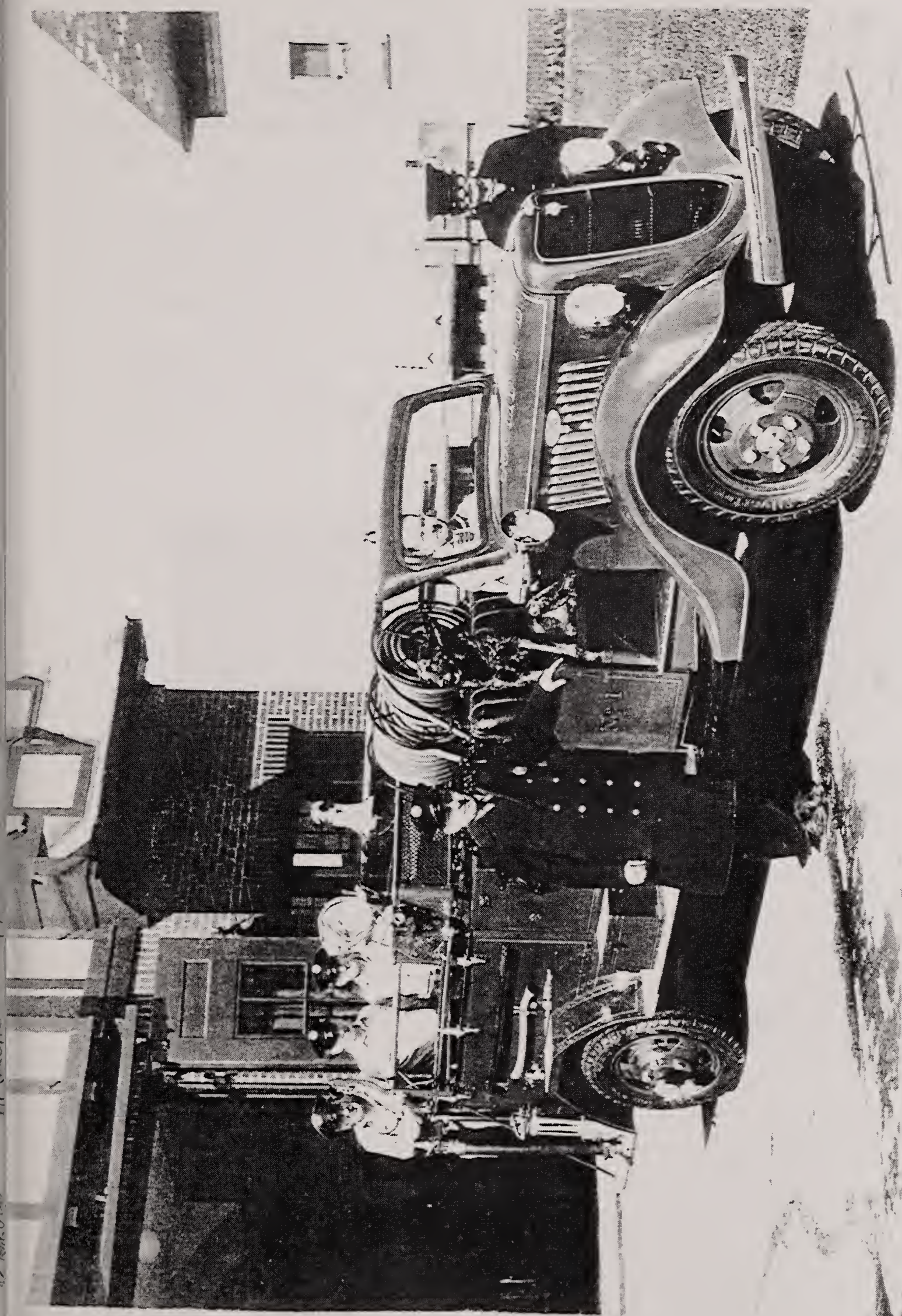
One of the first emergency ambulances was purchased from Horton Co.
March 8, 1976

City of Euclid, Police and Fire Departments went on 9-1-1
October, 1987

First piece of equipment purchased for Euclid's new fire department was a
REO pumper

Three Platoon System for the fire department went into effect on:
November, 1949

Euclid Fire Fighter's Women's Auxiliary was formed on:
September 17, 1953



First Ketchikan
"L.A.H." JVC

SERVICE AND
FRATERNAL
ORGANIZATIONS



Boy Scouts of America, Troop 161

The idea of scouting as envisioned by Mr. Baden-Powell has changed, but not as much as one would believe. The Boy Scouts of America still have a love of the outdoors and camp and hike as often as possible, the weather seldom keeping them from this age old form of recreation.

The first troop of Boy Scouts in the City of Euclid was founded in 1922 and re-chartered in 1923. This is Troop 161 and as of this date is still a functioning troop. The first meetings were held at the old North Street High School, (now the Euclid Historical Museum), and then shifted over to Central High School. During the late 1920s and 1930s, scouting flourished and Euclid could boast of nearly 40 different troops.

Although the troop moved a number of times, it was always able to keep up the number of young men attending. From a high of nearly 40 troops in the area, during the 1970s and 1980s, participation in scouting went down. Churches and schools began to offer a variety of programs and many of the young men preferred these programs to scouting. However, Troop 161 weathered the depression in scouting and continued to hold its own.

Troop 161 has received quite a bit of publicity as one of the pioneer troops in the United States. The Smithsonian Magazine chose this troop for its story on scouting in 1985. In 1992 the troop celebrated 70 years of scouting and continues to exist to this day. The troop now meets at Shore Cultural Center and is still an active part of the community.

“The Boy Scouts did not remake America as its founders envisioned, nor can the scouts take credit for creating a better world. Certainly all scouts did not become obedient or cheerful or thrifty or reverent - more often than not, what scouting did was simply this. It nurtured a lasting affection for the outdoors and it helped us survive adolescents. And maybe that’s enough.”

Moser, Don (1985), At 75 the Boy Scouts Still Answer to the Call of Adventure, Smithsonian Magazine, Volume 16, pps. 33-40

Irish American Club

The origin of most organizations starts with an idea and little more. Gerry Quin, Bill Carney and Jack Kilroy had the idea, but starting a club which would encompass all the east side Irish contingent would be a daunting feat. It was finally decided in 1977 to begin the job of setting up the club. For the next few years the club was organized and meetings held, but without a permanent home.

About 1981, Furniture Land, 22770 Lake Shore Boulevard, gave indications it would soon go out of business. The founders and officers of the Irish American Club believed this would be an ideal location for the club and just managed to purchase the property, with a 20 year mortgage. A large amount of work needed to be done in order to turn the furniture store into the club. Much of the work was done by volunteers and members and it was soon opened.

Today, the Irish-American Club has a fine library in the basement and has, in the past and hopefully in the future, brought in exceptional speakers on Ireland. There is stress on Irish culture and classes are given in Irish dance and the ancient Irish language, Celtic.

Starting with just a few members, by the turn of the millennium, their enrollment has moved up to 3200 with some sixty percent being from Euclid.

Euclid Sun Journal, January 29, 1998, Page A6: Jeff Piorkowski.

Lake Shore Garden Club

The Lake Shore Garden Club was founded in 1932. The first meeting took place at the Gunther home on the shores of Lake Erie, thus the name, Lake Shore Garden Club. The club is not limited to gardens, but includes bird watching, tree planting and much that encompasses our natural surroundings. In order to raise money they hold white elephant sales, flower shows and even sell some of their flowers.

Two of the charter members were Mary Catherine Hanes and Christine Crone. Both of these ladies were very active in the club. Mary Hanes being an expert on the identification of birds while Christine was one of the workers, volunteering for many of the more obtuse jobs.

If my information is correct, the Lake Shore Garden Club changed its name in 1937 to the Garden Club of Euclid.

CITIZENS PET RESPONSIBILITY COMMITTEE OF EUCLID AKA CPRC

Moving from a farm community to a village and then to a city is difficult enough for people, but can be extremely traumatic for animals. When the farms and open land were converted into housing, apartments and industrial complexes, the open areas for domestic pets to run and enjoy was destroyed. Further problems arose when people moved and simply abandoned their animals when they moved away, thus forcing the animal to fend for itself. By 1951 large packs of dogs were roaming the streets of Euclid, destroying property and putting the citizens in danger. A dog warden was finally appointed by the city to try and curb this problem, but no shelter was built to house these strays and most had to be put to death. In 1977 a small building was rented from Dr. Daniel Stearns, veterinarian, but was still woefully inadequate for the number of animals being rounded up.

Realizing the problems of animal control and lack of space to house the animals, the Citizens Pet Responsibility Committee of Euclid was founded on April 19, 1978. The purpose of this organization was to raise money for the building of an adequate shelter for homeless animals, to raise the citizens awareness of the problems of owning an animal, such as over-breeding and to help educate the people about animal rights.

CPRC now began a series of fund raisers to build the new shelter. The money raised would help build this shelter but it would also be used for advertisement that would keep the citizens informed as to the problems of too many animals and abuses of animals. By 1984 enough money had been raised to begin the construction of the new shelter or City Pound which was being built at 25100 Lakeland Boulevard. Money was also raised to purchase the food necessary to feed the cats and dogs, about \$4,500 per year. However, even though the CPRC group had met one of its goals, the building of the shelter, the continuing education of its citizens has not been completed. Yet, in the year 2000, this very fine and useful organization was disbanded.

Chardon Hill Community Association

AKA CHCA

During World War Two, there was a major move into the City of Euclid by defense plant workers. Housing went up virtually anywhere there was vacant land in order to accommodate these families. The Chardon Road area from Euclid Avenue to the Richmond Heights border, both north and south of Chardon Road, was still not overly developed and in order to keep a handle on such good property, the CHCA was formed on August 27, 1944. During the building boom from the mid 1940s to the mid 1960s, the CHCA kept a very close eye on any new homes and developments within their sphere of influence.

Because there was a large number of families who belonged to the Association, and were quite active, they were able to make a difference in some disputed housing applications. One of the most difficult problems arose when the Sisters of the Most Holy Trinity decided to sell a piece of their land north of Chardon Road and west of Dansy Drive. The builder was going to put up a four story apartment complex and the CHCA opposed this. Appeal was made to the nuns not to sell the property and the CHCA also asked that a building permit, if asked for, be denied. It finally went to court and in 1974 the court held for the Association. When gathered together for a good cause, the citizens of this nation and city can make a difference.

Once most of the problems appeared to be solved, the Association went into a period of dormancy during the 1980s and early 1990s. Then in 1997, there seemed to be enough interest in reviving it that it was virtually started all over again. The new Associations interest is now on trying to build community spirit and to have enough social functions to keep everyone as active as possible. However, they still keep a very sharp eye on any of the vacant lots still left in the area to keep some unscrupulous developer from coming in and splitting a lot and building two houses in the place of one and thus deteriorating the neighborhood.

Such Associations have proven to be of great benefit to their neighborhood, if, they are willing to take the time and energy to remain active in the life of their city and neighborhood.

Nottingham Chapter, No. 269, OES

In 1907, Nottingham was still a small community. However, there seemed to be a great interest in forming an Eastern Star Chapter, the nearest one being some miles away, that was Western Reserve Chapter, no 71, which was meeting in Collinwood. Transportation to this Chapter was either by foot or interurban, not too many people owning a car in those years.

The idea of a new chapter began to take form when Carrie Dille, Addie Joseph, Clara Stokes, the Luikarts and Kniffins met at various homes to settle on the organization of this new Chapter. Finally, on March 12, 1907, thirty petitioners met at Smith's Hall (no connection to Smith's restaurant on Lake Shore Boulevard) and began to form Nottingham Chapter, OES. On April 9, 1907, Western Reserve Chapter officiated at the installation of officers for Nottingham.

There were two more steps necessary before Nottingham could receive her Charter. Time was needed for the new officers to learn their parts and then an inspection of the Chapter would be held by the District Grand Matron. If everything went well, she would recommend to the Grand Chapter that Nottingham Chapter be given their Charter. The inspection was held on October 16, 1907 by DGM Sister M. A. Streator. All went well and a Charter was issued to Nottingham on November 26, 1907.

The Chapter continued to meet at Smith's Hall until 1923 when a new Nottingham Masonic Temple was dedicated. The 1930s were a difficult time when the Depression closed the banks and the Chapter lost all its money. But various fund raisers were held and Nottingham survived. During WWII the young men and women went off to war or into the factory, but again, the Chapter survived.

Each year saw progress in the Chapter as it gained stature with the Grand Chapter. Finally, in the last quarter of the twentieth century, Nottingham moved into the Euclid Masonic Temple on Tungsten Road.

"Let the beam from our lighthouse signal people into a safe, warm and friendly harbor where we are no more strangers, but fellow citizens."

Western Reserve - #71 - Order of Eastern Stars

The Order of the Eastern Star was founded by Mr. Rob Morris in the late nineteenth century for the purpose of bringing the female relations of Masons into fraternal fellowship and allowing them to share in the many Masonic activities.

The idea for a chapter of Eastern Stars in this area began with 47 citizens in 1896 in the community of Collinwood. They firmly believed that such a chapter would be of benefit to the community and therefore went ahead with their plans.

Pearl Chapter, #2 was the only other Eastern Star Chapter in the Cleveland area and on December 2, 1896 assisted Western Reserve Chapter in organizing itself. There were 47 names on the original charter and the work of initiating the officers fell to Pearl Chapter. Myra Bailey and Lemuel Hall were the first candidates and also became the Worthy Matron and Worthy Patron. Meetings were now held and work progressed, but the constitution of the Grand Chapter of Ohio states that a new chapter cannot receive its charter until it has been inspected in the workings of the chapter and found satisfactory. On October 1, 1897 Western Reserve had its first inspection and found satisfactory. Therefore, the charter for Western Reserve Chapter, Order of the Eastern Star was granted on October 13, 1897 and given the number 71.

Through the years there were a number of men and women who brought great pride to Western Reserve. J. Ernst Teare joined Western Reserve in 1905 and worked his way up to Worthy Patron of the Chapter, then Worthy Grand Patron of Ohio and then the highest honor of all for a man in Eastern Star, Most Worthy Grand Patron of the General Grand Chapter of the World from 1925-1928.

Western Reserve Chapter has met in a variety of locations over the years. When Collinwood Lodge built a new building on East 152nd Street in 1940 and Western Reserve moved to that facility for many years. When the Temple on East 152nd Street was sold, Western Reserve moved into the Euclid Masonic Temple on Tungsten Road in the city of Euclid. This situation has proved to be quite acceptable since the entire temple is on one floor with no stairs to contend with.

Western Reserve Chapter celebrated its 100th birthday at the October meeting in 1997 and continues to be a vibrant and special part of the fabric of the City of Euclid.

Raymer-Covenant Lodge #683, Free and Accepted Masons

The person for which this Lodge is named was Charles T. Raymer. Raymer was born in Chautauqua County, New York on September 17, 1839. He served well in the Civil War and came to Collinwood, Ohio in 1874. He was General Engine House Foreman for the Lake Shore and Michigan Southern Railroad. He received his Blue Lodge degrees in 1885 from Thatcher Lodge #439 and began his career in Masonry the next year. He took a few years off from his Masonic duties to serve as Mayor of Collinwood from 1894 to 1897.

Collinwood Lodge # 582 was chartered in 1899 and Brother Raymer demitted from Thatcher Lodge to hold the position of Master of Collinwood Lodge. Brother Raymer's career ended in 1915.

When Collinwood Lodge grew to over 500 member it was decided to form a new Lodge with Arthur Wight, demitting from Collinwood Lodge, to begin this new Lodge named after Brother Raymer. Raymer Lodge was chartered on October 19, 1922 and in 1997 celebrated its 75 anniversary. Charles T. Raymer Lodge was given the number 683, thus being the 683rd Masonic Lodge chartered in the State of Ohio.

Charles T. Raymer Lodge grew rapidly, but the Depression of the 1930's was hard on all Masonic groups. After WWII we began initiating a large number of men who were returning from the war and this boon lasted until the mid-1950's.

From 1922 to 1940, Raymer Lodge met at 14907 St. Clair Avenue. Then, in 1940 the Lodge moved to Collinwood Temple on East 152nd Street and in 1975 moved to the Masters Church in Euclid. In January of 1980 the Lodge was moved to the Tungsten Road Masonic Temple in Euclid and remains there today.

In 1991, Covenant Lodge merged with Raymer to make Raymer-Covenant Lodge #683. Raymer-Covenant Lodge and all Masonic Lodges are proud of their charitable donations to such causes as the Euclid Police Child Awareness program on drugs and to the many youth groups associated with Masonry. Masons of Northern Ohio also contribute to the Special Olympics of Ohio and to the Dennison Baseball League which helps out mentally and physically impaired young men. Added to this already impressive list of charitable works is our contributions to the Ohio Masonic Home, a fairly large Scholarship Fund and to the Grand Lodge Charitable Foundation.

Wickliffe Club

A group of affluent Cleveland businessmen bought a twelve acre, wooded site on the North East corner of Lloyd Road and built a summer community. It consisted of nine comfortable summer homes, a club house and service buildings. Rustic bridges and connecting paths over a natural ravine all led to the club house.

In 1903, Mr. Albert Bonnema was hired as manager. It was his responsibility to employ the help, buy supplies and oversee and maintain the grounds. Since the families preferred not to bring their city cooks, all meals were prepared and served in the club house. This necessitated the services of a chef and a second cook. The second cook prepared the salads, desserts and gallons of home-made ice cream. The ice? Well, it was cut from a pond across the boulevard in the winter and stored in the ice house for summer use. Other help included nine waitresses, generally high school girls who welcomed the opportunity to earn some money and have a good time living in the dormitory.

In the early days, the families were met at the Wickliffe Railroad Station by Mr. Bonnema in a horse drawn surrey or might arrive on the Shore Line Interurban which stopped at Lloyd Road. Later, as automobiles became 'the thing', a row of garages was added.

Much time was spent on the beach. Swimming, boating, tennis and horseback riding were the favorite pastimes.

Mr. Bonnema left in 1926 and Mr. William Rohloff then took over the management. He served in that capacity for twenty-eight years. In 1954, the property was sold to a developer.

The Euclid Community Club

The Euclid Community Club was organized in 1917 for the purpose of getting parents interested in the schools and the welfare of all the children. Many of the Charter members were teachers and concerned parents. At the time it was the only club of its kind in the area. As the Club took shape, a number of other communities: East Cleveland and Cleveland Heights, came to Euclid to understand what was going on and to open a club of their own in their own cities.

Mrs. Baer, wife of the schools superintendent, wrote up the constitution and organizational plans. Roosevelt, Shore, Noble and Upson Schools organized their own groups using Mrs. Baer's plan. The Club became so popular that afternoon classes, once a month, was called off so the teachers might attend.

Four of the Community Clubs established the Health Center, Upson coming in later, in 1924. The clubs purchased a dental chair and other equipment for the removal of tonsils, eye exams and other needed medical problems which might arise. Doctors and nurses donated some of their time and most of the work was done free of charge. You paid only if you could afford it.

After WWI, the Club took care of a war orphan for nearly a year. After WWII when prosperity returned, the Community Club ceased to function. Money left in the treasury was used to buy furniture for the Rose-Mary Home on Euclid Avenue. The Club did a fine job as long as it was in existence, but it has been mostly replaced by Parent Teachers Association which in many ways continues the Clubs good works.

Euclid Veterans Club

PURPOSE

“The Euclid Veterans Club is an organization composed of veterans of World War II who by their service in the armed forces share comradeship, and a background obtainable only by honorable and faithful service to their country.

Their purpose is to unite together for the mutual benefit and welfare of its members by uniting into a harmonious, active and aggressive organization. The organization will at all times be civic minded and maintain a program to improve our community. It will combat all subversive forces or organizations attempting to destroy the ideals and freedom for which all its member fought for.

Lastly, the Euclid Veterans Club will carry out an extensive social and athletic program to provide its members, and their families, diversified, complete and original recreation.”

Founded on September 15, 1945 for disabled veterans, but the disabled was soon dropped to include all veterans. This was to be a local veterans club with few, if any, ties to national institutions.

Started at Recher Hall by: Rudolph Perks, Donald Boyd, Edwin Stoch, Ed Wess, Frank Koster, jr., Henry Sinkovic, Joseph Sustarsic, Tony Sustarsic and Anton Mlach

As the war wound down, more and more veterans returned home, looking for more stability in their life and a return to some semblance of normalcy. The Veterans Club offered them this stability by joining a group of men who had something in common. But as more and more men returned, the need for their own building became acute. By 1949 they were able to buy and construct a building on East 260th Street and Tungsten Road.

Perhaps one of the desired aspects of the Euclid Vet's Club, but of paramount importance to all veteran's and their families, is to see that every veteran has a decent and civilized burial by men who know the importance of having their own kind bury them.

As a service organization they have adopted certain charities which they make constant contributions to, such as the 'Blue Baby' fund and other benevolent and charitable organizations.



Glenville Hospital, 1907

HEALTH



Health

Although the art of medicine has changed drastically since the time of Hypocrates, the underlying desire for the care and maintenance of the patient, has not. As in almost every other field of endeavor, medicine grew by slow and often unsteady steps.

In the early 1800's, when a doctor had a decent practice in the east, it is hard to imagine why he would leave that practice and move west. Indications are that very few established doctors did come west until many years later. However, those young men who had finished their education in medicine might believe that the west (the Northwest Territories) would offer them a broader opportunity to practice. The first doctor we have note of in Euclid Township was Dr. Havilla Farnsworth who arrived here in 1814. After arriving, he married Cynthia Dille and lived just south of the Main Road (Euclid Avenue), up on the ridge, about opposite where Argo-Tech is now. (Notes from the Sun Journal of September 26, 1996). Another of the earliest doctors to come into the township was Dr. Robert Day.

In today's world of cell phones, computers and Emergency Medical Service's, one can reach a doctor or ambulance in a matter of seconds, but this was not always the case. In the early 1800's you were fortunate if a doctor lived within an hours ride of your farm. If there was a major accident on the farm, someone had to saddle the horse or hitch up the buggy, drive to the doctors and then pray he would be there when you arrived. If not, you either waited or went looking for him. If, by chance, he was at home, he had to return to the farm and then try and save the patient. More than one farmer died between the accident and the time medical help arrived. However, if the accident was minor, most of these would be treated on the spot, usually by the women of the household.

But sometimes there was more than accidents happening, as in 1827 when there was a large outbreak of typhoid fever. In the case of diseases, such as this, mother's wonderful potions would not always work and contracting typhoid or one of the other diseases prevalent at the time meant a sure and certain death. In 1832, another disease of which very little was known about and a cure almost negligible, was the Asiatic Cholera. In 1849 there was another outbreak of Cholera and any number of people from all over Northern Ohio suffered and died. Doctors did all they could to ease the suffering, but the medicine's needed to cure such diseases had not yet been invented or discovered.

Quite a few advancements were made in the medical profession following the Civil War. But compared to 140 years later, it still seemed like the Dark Ages. One of the most well known doctors in the township around the turn of the century was Dr. W. O. Jenks.

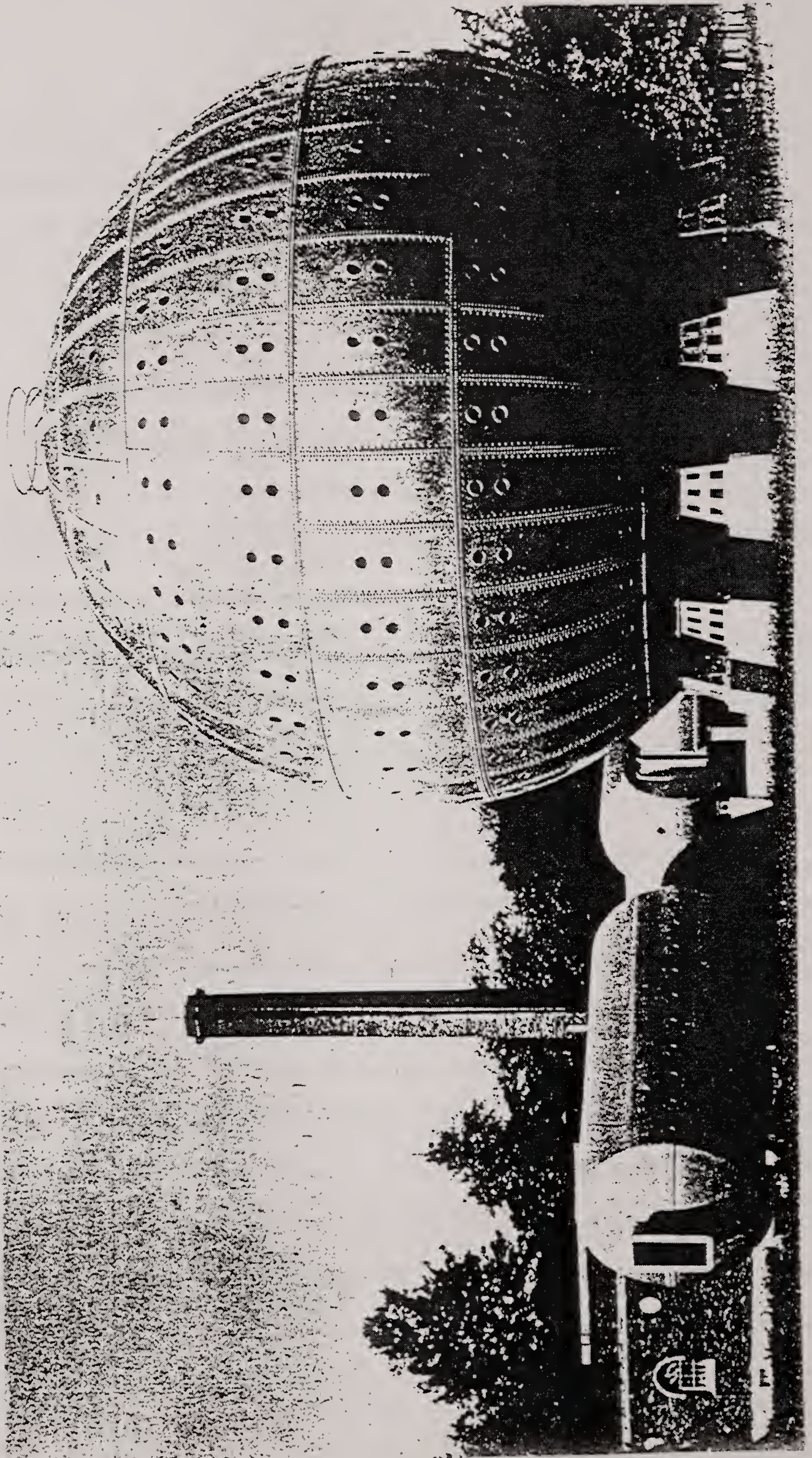
Although wars are to be avoided when ever possible, there are some good things, or at least advancements made, during and after wars. Doctors were able to try new and experimental methods and medicines on military personnel and advancements were made to the point we have reached today.

Cunningham Sanitarium

The Cunningham Sanitarium was built in 1928 and opened in December of that year. It was invented and designed by Dr. Orval J. Cunningham of Kansas City, Missouri who was a professor at the University of Kansas. Cunningham convinced Mr. N. M. Timken, of Timken ball bearings, to finance the million dollars it took to build 'the ball.' Dr. Cunningham believed that by introducing the patient to more air pressure, this would force more oxygen into the patients system and thus cure several diseases, including diabetes.

The ball weighed about 900 tons, was 64 feet high and had 38 rooms. There were 350 portholes in this five story structure. Standard operating procedure was to check in at what could be called a three story hotel. Between the hotel and the ball was a series of huge tanks where you were placed to acclimate yourself to the pressure inside the ball or after leaving the ball. The ball itself was built like a fine hotel, private rooms, bath, dining room, recreation rooms and lounges. Each patient spent one week in the ball and could return later and as often as wanted, until their doctor said they were cured.

Cunningham's idea never met with much success and was certainly never sanctioned by local doctors. As a result of the negative publicity, Cunningham sold the sanitarium just four years after opening. It was purchased by James H. Rand III, son of the co-founder of Remington-Rand. The next year, (1935) it was re-organized as a general hospital and run by the Ohio Institute of Oxygen Therapy. Again, there was very little, if any, backing by any of the doctors in Northern Ohio and so was closed down for a few years. In 1941, the Catholic Diocese of Cleveland purchased the ball and soon after this World War II began. Because the Diocese did not want the ball, it was dismantled and the 1000 tons of metal was sent to the steel mills in downtown Cleveland to help the war effort. St. Joseph High School was eventually built on the site. Dr. Cunningham died in 1937, age 55.



Wright's Sanitarium

Originally founded in 1910 at 1197 East 105th Street, it moved to 1523 Dille Road in 1922. It was a member of the American Hospital Association. When it moved into Euclid, the sanitarium purchased a fairly large, three story house and through renovations to the building, could accommodate about 20 patients. It was originally set up as a general hospital but changed its practice to take on only the aged, the nervous and the convalescent cases.

Mrs. Anna Wright Kimball was the founder of this sanitarium and was its superintendent for many years. She was a graduate of the Ravenna public schools and Cleveland City Hospital in the class of 1903. Mr. Harry C. Kimball, Anna's husband, was a native of Maine and received his early education in the Augusta public schools. He then went on to the Northwest Medical Institute in St. Paul, Minnesota and helped run the Wright Sanitarium.

The information I have for this sanitarium comes from the Euclid Directory of 1928. A letter from the Director of Public Safety of the City of Euclid in 1938, does not even list Wright's. Therefore we must assume that it had gone out of business or moved out of the city by that date. This letter, dated March 21, 1938, also lists five (5) other sanitariums in the city:

| | | |
|-------------------------|---------------------------|------------|
| Beams Sanitarium | 1201 Hillandale Road | 5 inmates |
| Paterson's " | Euclid Ave. at Dille Road | 19 inmates |
| Sherwood " | 23031 Euclid Ave. | 18 inmates |
| Mount Fair " | 25900 Euclid Ave. | 45 inmates |
| May Thompson Sanitarium | 22950 Euclid Ave | 7 inmates |

Remarks: At the time it served our community, some of the women inmates at Mount Fair Sanitarium were chained to benches because of their violent nature.



Euclid Health Clinic

The Euclid Health Clinic had no specific building to work out of, but performed whatever duties were necessary at the various schools. Set up on June 12, 1921 by a group of concerned citizens of the community. The clinic began operations on February 8, 1922 when four of the local clubs chipped in for equipment and the County Board of Health supplied a nurse at least one day a week. The Child Welfare Clinic supplied a baby specialist to inform expectant mothers on specific procedures for child birth and rearing.

The clinic's specialty was the removal of tonsils and adenoid. On July 12, 1922, 30 youngsters were operated on at Roosevelt School by physicians from Cleveland. On June 4, 1929, a County wide clinic was held and 96 students were operated on that day and all of them home, and in bed by 8:00 o'clock that same night. In the eight year period from 1922 to 1930, some 396 pupils had their tonsils or adenoids removed by physicians coming into the schools. During the depression years from 1930 to 1937, most of the pupils were taken into Cleveland and 436 successful operations were performed. There was a nominal fee, if you could afford it, otherwise there was no charge.

In 1923, dental service was begun at Roosevelt School and in 1924 a new health center was set up in Euclid Park. A survey of the children's teeth showed them to be in pretty bad shape, having some four and a half cavities per child. In 1926 an eye clinic was opened and glasses supplied to those students who needed them

Added to all this was a portable fluoroscope machine to check each student for TB. In June of each year when new students signed up for school, physicians were available to check for tonsils and adenoids or any other serious disease.

The clinic was sponsored by the City of Euclid, The Board of Education and a number of school and service clubs. Such examinations are still given today. Students have their eyes checked, but tonsils and adenoids seem to have gone way down and it is unusual that they would be checked today. The Euclid Clinic no longer exists as such, but mental and physical health are still of prime importance and are checked on a regular basis.

Glenville hospital was opened in 1907 on Parkwood Drive in the Glenville district of Cleveland, Ohio. Three doctors began the hospital: Drs. Fowler, Taylor and Crawford. Not knowing if the enterprise would be a success, the building was built in such a manner that it could be easily converted to apartments. However, the hospital proved to be very successful.

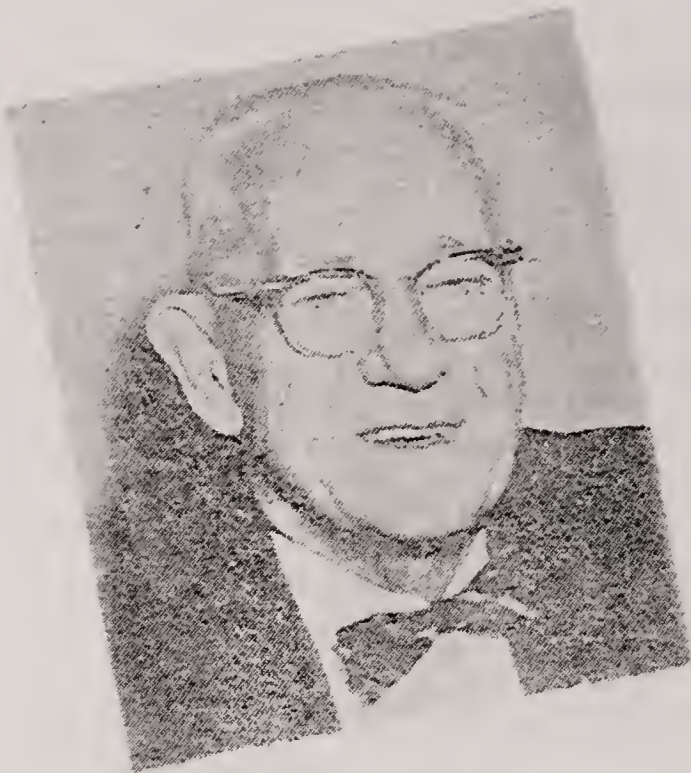
In 1909 a wing was added, but lacked an elevator and that meant those patients unable to walk had to be carried up to their rooms. In 1933 that old wing was torn down and a new wing added, this time with an elevator. In 1927 the hospital was incorporated as a non-profit organization and only doctors served on the Board of Trustees until 1944 when a lay board was instituted.

Dr. Fowler, one of the originators of the Glenville hospital, also began the Euclid Clinic in 1945. The Tuckerman family, led by J. E. Tuckerman, was followed in the medical profession by three of his sons and one grandson. All dedicated to the advancement of medicine at Glenville hospital. The Tuckerman Surgical Wing was dedicated in 1967 as a tribute to their long years of service to the hospital.

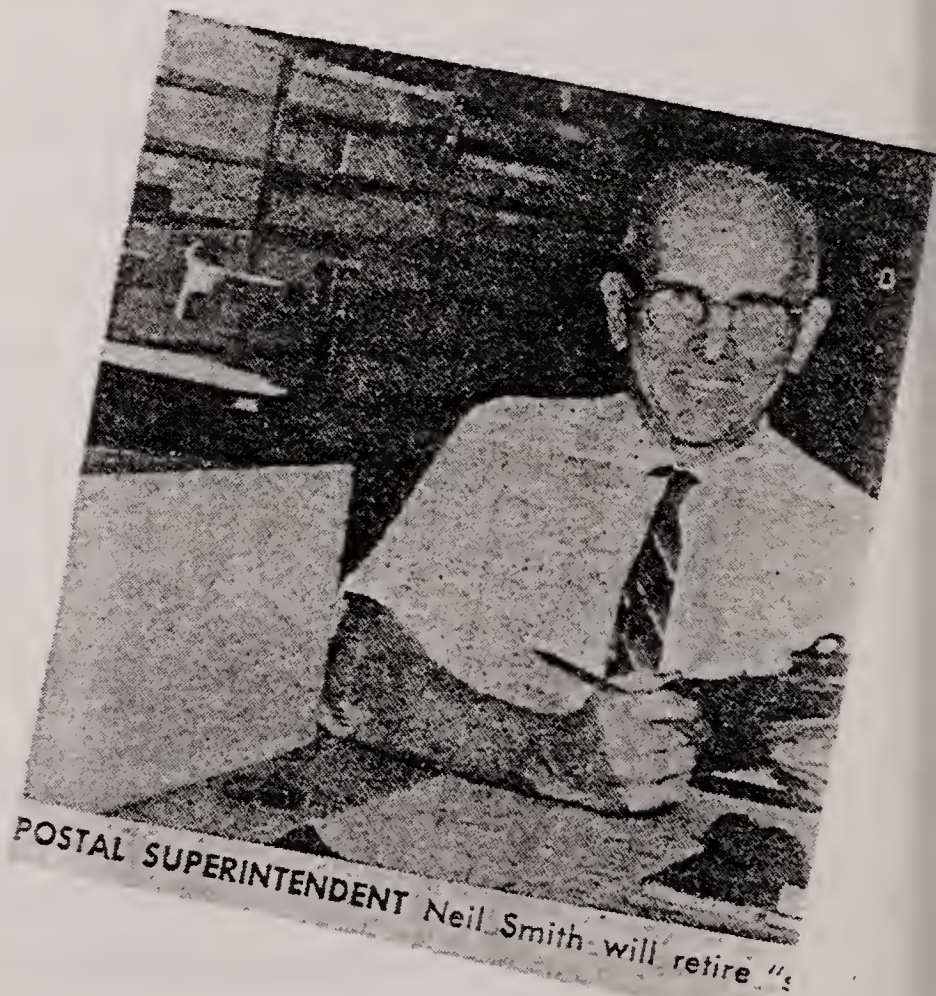
At the same time Glenville hospital was opened in 1907, so was a training school for nurses. This school remained in effect until 1945 when it was closed for lack of qualified teachers. WWII had taken most of the trained nurses. However, in 1959 the Euclid Board of Education opened a school for nursing.

After WWII, Glenville Hospital was bursting at the seams and the need for a new hospital was urgently seen. The Trustees purchased 17 acres of land at East 185th Street and north of Lake Shore Boulevard. In 1947, Jay W. Collins, then aged 29 and the youngest hospital administrator in the country, assumed the leadership role of running the facility. But a new and more modern building was still needed and the money to build it had to be raised, over \$3,000,000. The people of Euclid and surrounding areas, plus money from the Hospital Association and various donations from industry, raised the money so that in 1952, the new hospital was complete and on December 1, 1952, opened its doors as the Euclid-Glenville Hospital.

The hospital remained unique among others in that it retained its non-profit status while continuing to add needed buildings and services.



BIOGRAPHY



Russell Barrett Aitken

Adventurer, big game hunter, photojournalist, sharp shooter and gunnery trainer extraordinaire. Director of gunnery for the Army Air Force during WWII at Yuma, Arizona, he received the plaudits of men like General "Hap" Arnold for his work in overseeing the education of over 32,000 pursuit pilots. So! Just who is this outstanding person? He was Russell Barrett Aitken, a Euclidian.

Born on January 20, 1910, Aitken was born and raised in Euclid and attended Shore High School where he graduated in 1928. There is a minor confusion here as to whether he went on to art school or took off for the lumber mills of Canada. Because of his expertise with a gun through many years of hunting, when WWII began he was asked to teach pursuit pilots how to shoot from their plane. As the director, he was responsible for seeing that each pilot was proficient in his abilities of marksmanship and throughout the war saw more than 32, 000 men move through the base.

For the decades after WWII, Aitken became one of the most noted big game hunters in the world. He boasted he could kill anything that walked on four legs or flew through the air and over the years, proved it. During all this time he was also climbing the social ladder. Finally, in the 1970s, he slowly began to turn away from killing to taking pictures and his knowledge of big game in Africa, India, South-east Asia, allowed him to take some rather outstanding pictures which he then had published as: "Great Game Animals of the World."

In November of 1986 he married Irene Roosevelt, the widow of FDR's youngest son, John. For many years he divided his time between the very elite social people of Newport, Rhode Island, Palm Beach, Florida, and New York City. In his letters he tells about playing golf with a member of the 500 or with the intelligencia of New York. He would drop names like Lowell Thomas and Mrs. Douglas MacArthur whom he claimed were fast friends of his and his wife.

Roland Baehr, Chief of Euclid Police, 1939-1951

Roland Baehr joined the Euclid Police Department soon after it was established by City Council in June of 1924. He remained as a patrolman for the next ten years, gaining experience. In 1934 he was raised to detective status and in 1937 was made a lieutenant. A few years later he was selected by the new mayor, Ken Sims, to be his Chief of Police and to replace Charlie Fox. Baehr served as Chief until his retirement on June 8, 1951.

The police station during nearly all of his tenure in office was in the basement of old city hall and Baehr was noted for his sense of humor. On the bulletin board near the police entrance was a poster of Baehr which read - Wanted for Murder - \$500 reward. When he had the chance, he would stand by the poster and listen to people, who often said the face looked familiar, but couldn't place it and Baehr standing right there. It was a reporter from the Euclid Observer who finally recognized him but there was no \$500 reward.

Baehr claimed that in all his 27 years on the force he never had to shoot anyone and never became involved in any sensational case. "You just go along and do a day's work."

From the Euclid Observer, April 10, 1951



Frank Batchelor, Chief of Euclid Police, 1928-1932

Frank Batchelor served for more than 25 years on the Cleveland police department before accepting the job of Chief of Police in Euclid. He had been a lieutenant for a few years before leaving Cleveland. Frank was married and had a son who was a policeman in Cleveland Heights and another son, Ralph who was a fireman in Cleveland Heights. Frank also had a daughter, Daisy. Frank was appointed Chief of Euclid Police by Resolution 5604, January 16, 1928.

Frank passed away August 6, 1932, serving more than four years as Euclid's Chief.



Wayne Baumgart, Chief of Euclid Police, 1988-2000

Chief of Euclid Police, Wayne Baumgart, was born in northern Ohio and attended school in Euclid, graduating from Euclid High School in 1966. For the next few years he attended Cleveland State University, but in 1970 entered the U.S. Army. When he was released from military service in 1972, he joined the Cleveland Heights police department. Two years later he joined the Euclid Police force and served in a number of capacities: such as ambulance service, beat patrol and criminal investigation hypnosis.

In 1980 he was assigned to the traffic division and in May of that year was promoted to Sargent. He attended the FBI National Academy in Quantico, Virginia and in 1983 was raised to lieutenant. By 1986 he had been promoted to Captain and became training officer, traffic and patrol commander. In May, 1987, Wayne received his Bachelors degree from Lake Erie College. Early in 1988 he attended Northwestern University School of Police Staff and Command.

With the retirement of Chief Frank Payne, Wayne was promoted to the job of Chief of Police for the city of Euclid. During his tenure in office he brought in a hypnotist to help in some criminal investigations. Set up a new package for preliminary investigation as a crime scene.

Wayne is married to Margaret and they have a son and a daughter. Wayne decided to leave Euclid in 2000 and is now the Chief of Police in Kirtland, Ohio.



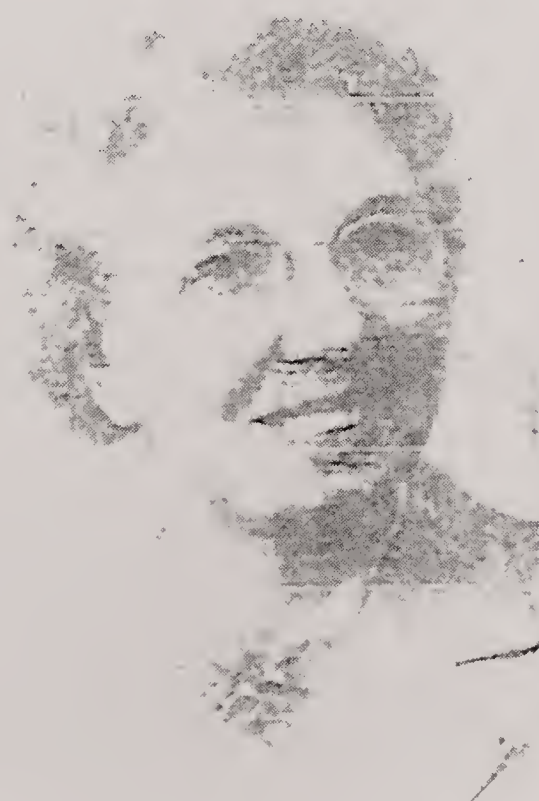
Hazel Brandt

Ms. Brandt was born in Collinwood in 1894 and received her early education in the local public schools. After completing high school she began her teaching career in 1911 at a small school on the River Road outside Chagrin Falls, Ohio. She was paid \$40.00 a month and taught first and third grades, there were no pupils in the second grade that year. A few years later, in 1913, she accepted a teaching position in the Eastview Township school, which is now Moreland School in Shaker Heights.

During this period of time she was able to receive her Bachelors degree in teaching from Flora Stone Mather College of Western Reserve University. In 1919, Roosevelt School was built and in 1920 opened for classes. Ms. Brandt became one of the first teachers at the school. By 1927 she had been selected to serve as principal/teacher at Upson Elementary School on East 260th Street. Her tenure in office and as a teacher went full circle when, near the end of her career, she had children of pupils she had taught twenty years ago. She had also been able to receive her Masters degree in administration from Columbia University.

When Ms. Brandt arrived at Upson School in 1927, there were 226 students in a six room school. Over a period of years, numerous additions were made to the school to accommodate a surge of pupils, during and after WWII. By the early 1950s the enrollment had reached 1230 students with 35 classroom teachers. Bulging at the seams, relief was had when Thomas Jefferson Elementary School was opened in 1952.

Ms. Brandt belonged to a number of professional groups and even had the time, after her retirement in 1957, to become an avid gardener. When she passed away on January 29, 1972, she left no survivors, having never married. Her only sister had died some years before. However, her students remembered her and even today there is talk of Ms. Brandt and her dedication to her school and to the students who went to Upson.



Miss Hazel M. Brandt

Charles F. Brush

Mr. Brush was born in Euclid Township on March 17, 1849. Mr. Brush's ancestry in this country went back to the early 17th Century when the first Brush came from England in 1652. His maternal ancestors arrived in 1630 and settled in Boston. Mr. Brush was the youngest of nine children born to Isaac and Delia Brush. The farm which Isaac purchased in 1846 was just south of the Main Road (Euclid Avenue) and lying near the city's eastern border. All told, there was about 250 acres on the farm and they named it Walnut Hills. Mr. Brush was educated in the Cleveland School system and during his high school days developed an interest in science. He then went on to the University of Michigan where he graduated in 1869 with a degree in mining engineering.

After graduation, he returned to Cleveland and went to work as an analytical chemist. Soon after, during the mid-1870s he was engaged in the iron ore industry and in 1875 married Mary E. Morris. However, during all this time he never lost his interest in science and in electricity. In the summer of 1876, he and Mary, made their way from Cleveland to Euclid and Walnut Hill. He had been working on a new project and in the back of the buggy was the last part he needed to complete his experiment. What he had been working on was a 'dynamo'. This was an apparatus for producing electricity. At the farm he finished putting this all together, hooked up the belts needed and then harnessed the horses for power and began to operate his dynamo.

Because this experiment proved to be a success, he now quit everything else and concentrated on this new discovery. By the evening of April 29, 1879, Mr. Brush had installed 12 of his newly invented arc lamps on public square in downtown Cleveland and turned them on, much to the surprise and enjoyment of the throngs of people who witnessed night turned into day. From that moment on, the Brush arc lamp was in demand from London to Shanghai, China.

With the wealth he accumulated, he built a large mansion at 3725 Euclid Avenue. After a few years of running the business, he decided to sell out (1891) and the merger of Brush, Thomas-Houston and Edison became General Electric. However, Mr. Brush did not retire to a life of ease. At his home on Euclid Avenue he continued to invent numerous products with a basis in electricity. A new dynamo, a wind mill for producing electricity from wind power and the list of patents and inventions goes on and on. Before his death in 1929 he had received over 60 patents from the US government.

Brush now became interested in producing oxygen from liquid air and designed and built the needed filtering mechanism needed to avoid the oxygen or by products from exploding. In 1907 he went into business with Dr. Carl Linde of Linde Air Products which is now part of Union Carbide.

Brush was also instrumental in helping many other inventors and aspiring industrialists get their start. The most famous inventor to receive Brush's aid was Elmer Sperry. Following his sell out in 1891, many of Brush's employees went on to find successful business's of their own. The most well known in the Euclid area was John Lincoln who founded Lincoln Electric.

Brush's palatial home on Euclid Avenue was torn down within a year of his death in 1929. He simply didn't want it turned into a boarding house or hotel or allowed to deteriorate over the years.



Moses Cleaveland

Moses Cleaveland was born on January 29, 1754 at Canterbury, Connecticut, the son of Colonel Aaron Cleaveland and Thankful Cleaveland (nee: Paine). It is interesting to note the derivation of Cleaveland's name. The name was Saxon, which was the nationality before the Norman invasion in 1066, and from an area in England called Yorkshire. This area abounded with what the Saxons called Clefts, or Cleaves and which were fissures or cracks in the rocks so prevalent in the area. Hence, the families living in the area became known as people of the Cleft-lands or Cleave-lands. The name slowly became Cleaveland and soon after the city on the Cuyahoga River was founded, the 'a' was dropped, making the city, Cleveland.

The Cleaveland's moved from England to America in the late 1600s or early 1700s and Moses was the third generation born in this country. He was sent to Yale University and graduated in law in 1777. He set up practice in Canterbury, Connecticut, but in 1779 joined the Army as a Captain of Sappers and Miners. (These were the men who put up piles of dirt as a fortification and at other times tunneled under walls and barricades to get at the enemy.) After completing his military service he returned to the practice of law and served a couple of terms in the state legislature. On March 21, 1794, he married Esther Champion and had four children: Mary, Francis, Frances, and Julius.

By 1796 he had been commissioned a brigadier general in the Connecticut militia and a few months later was chosen to lead a survey party into the Connecticut Western Reserve. Because of his military experience he was used to handling men, although he could be a touch more than firm, he was also well respected and very able. He had become a Mason in 1779 in the American Union Lodge and his fraternal background allowed him to choose men he thought he could rely on. At one time he was Grand Master of Masons in Connecticut, the highest Masonic office in the state.

The trip from Connecticut to the banks of the Cuyahoga River was not an easy one, nor a short one, taking some three months. Along the way he had to negotiate with the British who still controlled the fort at Oswego and then with the Indians at Buffalo. But his personality was such that he was able to overcome both of these obstacles and continue the expedition. He, and the entire survey party arrived at Conneaut on July 4, 1796 and he assigned 41 of the men to begin the survey at this point, while he and the others went on to the Cuyahoga.

When the survey parties congregated at the Cuyahoga, they informed Cleaveland of their dissatisfaction with the conditions under which they had to work. Without specific authority, he set aside Township 8, Range 11, for these men to buy at \$1.00 an acre. They named their Township Euclid for the ancient Alexandrian mathematician. After things settled down Cleaveland left Reserve and returned to Connecticut. Although all of his diplomatic works were accepted by the Board of Directors, they were displeased that he had gone way over his budget of \$7,000 for this survey and did not ask him to return for the second year.

Cleaveland returned to his law practice and stayed active in politics and the militia, but his heart and health soon gave out and he passed away on November 16, 1806 at the early age of 53.



GENERAL MOSES CLEVELAND

First reproduction from a portrait, by the courtesy of The Western
Reserve Historical Society.

John Crosier

John was born in 1750, but is not specifically known where. Except that it was near Boston. Records don't show much activity on his part until April 13, 1775 when he married Miss Fanna Whiting. Six days later the Revolutionary War began and John joined the ranks. He was active in the Battle of Lexington and again at Bunker Hill and continued to serve until the end of the war. He served as a Corp Sargent and was promoted to Second Lieutenant. He served under Colonel's Gardner, Bond and Crane.

After the war, John purchased property outside Boston at Partridgefield, MA. In 1803, one of John's favorite sons, Paul, was killed by accident. It Struck Fanna very hard and she died in 1807. John the married Druscilla Gleason in 1808, but Druscilla died in 1811 having born no children. Within the same year, John married Sarah Groves Bemis.

After a few years, John realized his land was not very good for farming and sold it to some of his sons. In the winter of 1815 the decision was made to buy better and cheaper land in the west. He purchased land in Euclid from the Connecticut Land Company and traveled by ox cart and sleigh to what he hoped would be the promised land. The family arrived in Euclid on February 15, 1816. John and Sally (Sarah) had two children born here in Euclid, and this brought the family up to 13 children for John. It is a bit unusual to realize that John had been trained and worked as a gunsmith, yet turned to farming to make a living. He was nearly ruined, financially, by the war.

John's fourth child, Jason, served as a Captain i the War of 1812. About 1800 he married Almira Newton, supposedly a niece of Sir Isaac Newton. In 1816 Jason and his growing family came to Euclid with his father and the other family members.

John passed away on May 7, 1823 at the age of 73. The Crosier family has had a long and distinguished relation with Euclid and many of John's descendent's still live in the area.



Lt. John Crosier

Geraldine Devoe

Miss Devoe was born in Euclid in 1903 and received her primary education in the Euclid public school system and graduated from Shore High School. She then went on to Flora Stone Mather College in Cleveland where she was a member of Theta Lambda Phi Sorority. She graduated in 1925 and became a teacher of home economics in East Liverpool and Youngstown, Ohio for the next 42 years.

After retiring, she returned to her hometown where she began to take an interest in the history of the city. She also became a member of Noble Union Church and was a devoted member of the congregation. In 1975 she was instrumental in convincing the City of Euclid to renovate Euclid's first high school (built in 1894) into the Euclid Historical Museum. She had been an active member of the Euclid Historical Society and served as its president from 1975 to 1988. It was during her tenure in office as President that the Society moved from the Henn property to the new facilities on North Street.

Miss Devoe was especially proud of the fact that her great-great-grandfather, Lieutenant John Crozier, was a minuteman in the war for independence. He served at Lexington and Bunker Hill. Mr. Crozier moved to Euclid Township in 1816 and the family has remained in the area since that time.

It is fortunate for we who follow in her footsteps, that Miss Devoe was such an ardent fan of history and of the many details involved in that subject. It was her desire to preserve the past, that she continually watched for artifacts which gave us a feeling for the history of our city.

The last two years of her life were spent at the Cardinal Retirement Village in Euclid where she became president of the Women's Club. Miss Devoe was 87 years of age when she passed away at Euclid Meridia Hospital in Euclid on Sunday, December 30, 1990



David Dille, jr.

David Dille, jr. was of Huguenot heritage. Sometime in the mid-1600s, a Scottish ancestor moved to Jamaica and from there to South Carolina. One of the sons moved to New Jersey and David, jr. was the son of David, sr. and Mary Wade Dille of Morris, New Jersey. David was born on October 31, 1753. He married Nancy Viers about 1779 or 1780 and had 6 children: Nehemiah, Lewis B. Calvin, Luther, Casena and Asa.

David became a soldier in the Revolutionary War and served for at least two years. He enlisted on March 1, 1778 for one year with the rank of Sargent. His second enlistment was on March 2, 1780 for two months and served as a lieutenant. His last enlistment was on May 2, 1780 with the rank of private in the cavalry. In his last enlistment, he went with Colonel William Crawford on an expedition into Northern Ohio. This expedition came to a fatal end when Crawford was caught by hostile Indians and burned at the stake near Upper Sandusky in 1782. However, this excursion into Ohio gave Dille a fair picture of the land and conditions here and what the territory might be like if the Indians were gone.

In 1797 David returned to Northern Ohio and purchased 100 acres in Euclid Township, about a quarter of a mile to the south-west of Euclid Creek. He boarded in Cleveland for about six weeks while a log cabin was built on his property. When this was done he left the area and returned to his home in Washington County, Pennsylvania. There is now a gap of some six years before his return to Euclid and one must surmise that he was putting his house in order in Pennsylvania. In 1803 he returned to Euclid and is registered as the first 'permanent' settler in the township. When he returned to Euclid he came with his brother, Asa Dille, who settled on Mayfield Road. He was also accompanied by his nephew, Samuel Dille, sr., who settled in Cleveland on Broadway.

David re-married on March 11, 1797 to Mary Sailor (Saylor), sister of his brother Asa's wife. Of the 22 children born to David, four died in infancy and 18 obtained their majority. He had six children by his first wife and 16 by his second wife.

David was never a farmer, scrimping and scratching for a living, but more of a gentleman farmer. He was interested in the land and what it could produce and the magnificent vistas which he could see. It is probably one of the reasons he bought land and built a cabin on a fairly high slope.

Many of David's descendents, and there are many, have remained in Northern Ohio and have made significant contributions to the Euclid Township, village and city.

Mayor Charles Ely

In November of 1925, Mr. Ely won election as mayor of the Village of Euclid and was sworn in January, 1926. His first order of business was to dispense with the fee system. In the case of the civil engineer he would receive a certain amount for each action he took, such as overseeing a new street, sewer or sidewalk. The same was true of the lawyer, he would receive a stated amount for each case. When the population was fairly small, this worked out well, but as the population rose, so did the fees and these men were earning a great deal of money. Mayor Ely put a quick stop to this fee system and hired a city engineer at a reasonable salary, as he did with the city lawyer, thus saving the city a great deal of money.

The next order of business was the necessary improvements needed for the allotments coming in. (An allotment is where the owner of a piece of property subdivides his land into lots to build houses on and these allotments must be accepted by the city before he can do any work) However, the city is then responsible for improving the streets, putting in sewers, water lines, gas lines and electricity and all of this is very expensive. But the city then hopes it will recoup its money from the taxes the numerous households will pay.

In 1927, not one of the main roads, through Euclid, was well paved and this made traveling from one side of town to the other a very difficult task. Ely had sewers put in Euclid Avenue and paved all the way from East Cleveland to Wickliffe. He also improved East 185th Street, East 200th Street, Chardon Road, East 222nd Street, Babbitt Road and St. Clair Avenue.

As Ely pondered the growing financial problems brought on by the depression, he realized that part of the city, that land between the two railroads, was prime industrial land. As a consequence, he began to improve those areas with new sewers, water, paving and then hoped this would draw industry to Euclid. And he was right. In 1932, Addressograph-Multigraph built one of the largest factories of its kind in the United States. However, in 1933 we were in the depths of the depression and the city's finances were virtually gone. In order to pay its workers, the city printed its own money, but it could be used only in the city and for paying taxes. Some \$16,000 was printed and the store owners were to receive real money when it became available. This city money only lasted for 1933 when the city began to receive its tax money from real estate.

Then, in 1934, Mayor Ely made a mistake. Sometime during the year the slot machines and illegal booze moved into the city. If it had been stopped immediately, the gamblers might just have moved on. But the amount of money which was generated, about a million dollars a year, was simply too tempting to turn away. It also helped many local stores and taverns to stay in business where otherwise they would have failed and had to sell out. So the city government and police simply looked the other way and many of them lined their own pockets with 30 pieces of silver. 1934-1938 was not the high point in Euclid's history.

But, between 1926 and 1934, Mayor Ely was able to implement a number of excellent programs that helped the city grow. He was able to talk the Cleveland Transit System into bringing the streetcars out as far as East 212th Street. When the Interurbans were disbanded, he fought to get a bus system of our own and continued to oversee the improvement of the city's infrastructure.



CITY OF EUCLID
COUNTY OF CUYAHOGA, OHIO

NUMBER 2934 CITY OF EUCLID IN THE COUNTY OF CUYAHOGA, STATE OF OHIO
PROMISES TO PAY TO BEARER NUMBER 2934

ONE DOLLAR

FOR VALUE RECEIVED, ON OR BEFORE APRIL 16, 1934
WITHOUT INTEREST, IN LAWFUL MONEY OF THE UNITED STATES OF AMERICA
AT THE OFFICE OF THE CITY TREASURER, EUCLID, OHIO

THE WITHIN INSTRUMENT WAS
AUTHORIZED BY THE TAX COMMISSION OF OHIO
ON THE 29TH DAY OF DECEMBER, 1933

John J. Gaughran
AUDITOR OF CUYAHOGA COUNTY OHIO

CORPORATION SEAL
MAYOR
OF THE
CITY
OF
EUCLID
STATE OF OHIO

CITY OF EUCLID, OHIO
W.B. Silson
MAYOR
AUDITOR

ISSUE OF APRIL 16, 1934

GENUINE ONLY IF WATERMARKED PROTON-GREENLAF

Russell H. Erwine

Mr. Erwine was born in Zanesville, Ohio in 1885 and attended the public schools in that city. He then went on to Ohio Wesleyan College for his Bachelors Degree. Over a period of time he also received his Doctors degree from studies at the University of Wisconsin, Columbia University and Wittenberg College. He achieved high honors in history and economics with a great deal of emphasis on education. In 1907, after receiving his degree from Ohio Wesleyan, he remained at the school to teach history. In 1909 he took a job with the Springfield, Ohio public schools as head of the history and economics department. He also acted as principal of their night school and was their director of research.

In 1924 he became supervisor of Portsmouth, Ohio Public Schools. The next year (1925), he was hired by the Akron Public School system as the assistant superintendent in charge of supervision and adult education. Then, in 1932, he became superintendent of the Steubenville, Ohio public schools and served in that capacity for the next seven years.

In 1939 he was selected from a long list of qualified recipients to become the new superintendent of the Euclid Public Schools and we were fortunate that the Steubenville system was willing to let him go. One of the inducements Euclid gave him was a solid five year contract. The contract was renewed in 1944 for another five years and renewed once more in 1949. However, health problems forced him to resign in 1952.

When Dr. Erwine became superintendent in 1939, we were still reeling from the affects of the Great Depression. Money was still short, a number of classrooms were empty and teachers sometimes had two and three grades in the same room. This suddenly changed after December 7, 1941. Housing projects were rapidly built for war workers and within a few years classrooms were overflowing. It was a time when the Board of Education and the superintendent worked closely together, otherwise there would have been complete chaos.

During the latter part of the war, additional classrooms were added to the elementary schools and plans laid for the new high school. Dr. Erwine showed the way to a better and more up to date school system and the Board went along with his ideas and suggestions because they were almost exactly what had to be done at the time in order to meet the problems caused by the war and the increase in pupils.

Dr. Erwine was also involved in community affairs and was an active member of East Shore Methodist Church. He was a part of the Euclid Kiwanis Club and an active member of Masons, holding the 32 degree from the Scottish Rite, Valley of Cleveland. On August 1, 1952, his health began to fail him and he retired from virtually all active service to the school and the community. But his health continued to deteriorate and on December 29, 1953, Dr. Russell Erwine passed away.

Wellington G. Fordyce

Wellington Fordyce was born in 1902 and received his bachelors degree from Ohio State University in 1924. He then taught school at the York School in Sandusky County, Ohio. In 1928 he came to Euclid and taught history at Central High School. During these years at Central he was able to receive his Masters and Doctors degrees from Ohio State, with some of the work being done at Western Reserve.

In 1936 he was promoted to dean of boys at Central and in 1941 was raised to principal of the high school. However, in 1945, East Liverpool, Ohio was able to talk him into becoming the systems superintendent. He did an excellent job in this capacity and was able to raise the schools standards so that it became one of finest systems in the state. He remained at East Liverpool for six years and acted as summer workshop consultant at Purdue and as a professor at Miami University at the same time. It should be known that while he was at East Liverpool he was an active member of the community, the Boy Scouts, Kiwanis and a number of other organizations. He was also a member of many of the more prestigious educational organizations and when hired by Euclid, after Oak Ridge, these extracurricular activities weighed heavy in his favor. The Board felt that he would continue to be an active supporter of our community.

In 1951, Dr. Fordyce became superintendent of a very unique school system at Oak Ridge, Tennessee. The school was operated by the federal government and was built for the children of the scientists working on the atomic bomb. From all indications, he did an excellent job, especially in cutting operational costs. But when Dr. Erwine decided to retire, the word went out and the Board realized that Dr. Fordyce had grown in virtually all aspects of education and after much deliberation, was offered the superintendent's job here in Euclid, beginning August 1, 1952.

Dr. Fordyce was a frequent contributor to scholastic magazines and wrote a series of articles on the contribution of foreign born citizens to the betterment of Cleveland and its environs.

While Dr. Erwine was superintendent, the building of a series of elementary schools was begun. The need for these primary grades was so great that Dr. Fordyce continued the program for the next seven or eight years thus alleviating a tremendous overcrowding in some of the schools.

Charles E. Fox

Born in Austria in 1891, he came to the U.S. and the Cleveland area in 1904. He went to work for the Pabst Brewing Co. and because of his well built body, friends urged him to try and become a professional wrestler. Charlie had his first match in 1909 and from 1916 to 1923 he was the middleweight champion of Ohio. In that same year he joined the Cleveland Police force as a patrolman. From then on it was either police work or wrestling and in 1926 became the light heavyweight champion of the world. A year later he became a Euclid police officer. In 1930 he toured the world as a professional wrestler, taking a leave of absence from the force, and then returning to his duties with the Euclid police.. That same year (1930), he was forced to kill a payroll robber in a street battle.

He was elected a city councilman for a short time, for in 1932, Mayor Ely selected him to be Chief of Police. Fox served during the Depression years, an extremely difficult time for everyone. But Charlie was, in the most part, an honest cop, saying that he made a decent living from his pay as Chief and the occasional wrestling matches he put on and therefore didn't have to take any bribes or money under the table. The influx of the slot machines and the undesirable elements that came with it, sorely tested his honesty and integrity, but most believe he was able to stay clean. In 1938, the reform candidate for Mayor, Kenneth Sims, won the election and fired Charlie as Chief of Police. Charlie felt this was not right since he hadn't been a part of Ely's group and took his case to court. Late in 1938 he won his battle and was reinstated as a lieutenant.

During the time that Charlie was a police officer and Chief, he also had the time to raise eight children: six boys and two girls. At least three of his sons were excellent athletes at Shore High School and continued to be active in numerous sports at college. Bill, Steve and Eli were on a football team that played around town to raise money for underprivileged children, their father helping out as a part time coach. The sons also entered the Golden Gloves in boxing and did very well. In a side note: Charlie Fox, the macho man about town, was also one of the best pie makers in the city and won a number of awards for his scrumptious apple pies. He was an active member of the Greek Catholic Church and belonged to numerous fraternal and social organizations.

He retired in 1944 when his health began to fail and died at Charity Hospital on September 27, 1951, age 60. When Charlie retired from the ring he was the last of his kind in wrestling, earning only a few dollars during the twenties and larger purses during the thirties. He had no promoter or agent and set up most of his matches himself. He never appeared on TV but loved wrestling so much he often took a leave of absence just to be in the ring. The era of 'decent' wrestling ended when Charlie Fox hung up his trunks.



Ralph Lathrop Fuller

Ralph Fuller was born in Cleveland, Ohio on October 28, 1865. He received his primary education in the Cleveland Public School System and his higher education at Ohio State University. After graduation he began his business career in sales for a wholesale drug company: Strong, Cobb and Company of Cleveland. By 1892 he had become secretary of the Cleveland Commercial Company, which bought and sold chemicals and drugs. A year later they merged with Buddenhagen Glycerine Company. This consolidation became the Harshaw, Fuller and Goodwin Chemical Co. It has since been renamed: The Harshaw Chemical Company. The new company was located in Elyria, Ohio and produced numerous chemical compounds.

During the Spanish-American War, Fuller served as a lieutenant in the 2nd Battalion, of the Ohio Naval Reserves. Returning to his home in Euclid, he became one of the incorporators of the Village of Euclid in 1903. In 1916 he left Harshaw and began his own business: Ralph L. Fuller and Company. This company became the purchasing and sales agent for numerous types of chemicals and drugs.

Mayor Fuller served Euclid as Mayor from 1914 to 1916. Involved in business, he found being mayor and starting his own sales business was too much and he resigned as mayor on November 27, 1916, at which time Mr. D. H. Pond was chosen by council to be the interim mayor. However, Mayor Fuller's term as mayor was not a total waste of time. During his short term he was able to see to it that most of the water mains in the village were put in. A few years later this supply of water was to be one of the selling points for the City to bring in heavy industry.

Mayor Fuller loved to play golf and was one of the founding fathers of the Willowick Country Club, now known as Manakiki. Mayor Fuller passed away in Euclid on February 17, 1932.



Robert Gill

Robert Gill was born in 1901. He received his primary education before going on to Case University for two years to study industrial chemistry. He worked in that field for a number of years until the Depression caused him to be laid off. He then decided that being a fire fighter was a more secure job and joined the Euclid Fire Department in 1931.

Raised to the rank of lieutenant in 1943, he was selected Fire Chief in 1949 to replace Chief Thomas Hanley. Gill then served as Chief until his retirement on January 16, 1958. He had served the Euclid Fire Department for more than twenty-five years.

Anthony J. Giunta

Anthony Giunta was born and raised in Euclid and remained a faithful citizen of our city all of his life. A graduate of Shore High School, he was then hired by the city of Euclid to work in the engineering department under the eye of the City Engineer, Frank A. Thomas. While with the city he learned to be a surveyor and was responsible for laying out and inspecting numerous public projects, such as roads, sewers, and sidewalks.

In 1951 Mr. Thomas left city employment and LeRoy Williams became city engineer. Mr. Giunta was then made lead surveyor with a crew of at least two other men at all times. An extremely outgoing young man, he served over twenty years in the engineering department. Mayor Sims then appointed him to be director of Public Service. In 1976 he became Administrative Director and in 1979 ran for mayor of the city and was elected by a fair margin.

In 1982, Mayor Giunta was appointed to the Regional Transit Authority's Board of Directors. He ran for mayor for a second term in 1983 and was re-elected with a substantial margin of victory.

Because of his outgoing nature and nearly 40 years experience in public service, Mayor Giunta received numerous awards and honors. To mention only a few, he received the Sam Greely Local Government Service Award, was named Citizen of the Year by the American Legion, the Optimist Club and the Euclid Veterans of Foreign Wars. The list goes on and is very impressive for the simple fact that he gave Euclid 100% of himself in all he did.



Louis Harms

The parents of Louis Harms, sr. were born in Germany and when they came to the United States moved to Put-In-Bay, Ohio. When Louis was able, he purchased land from J. D. Rivers St. Jurgon and began to raise grapes, both for eating and for wine. He was in partnership with William Leopold Steuk, whose son Edward, married Louis Harms daughter, Julia. However, in the 1870s, Louis sold all his holdings on Put-In-Bay and purchase some 82 acres of land in Euclid, Ohio between Euclid Avenue and Chardon Road.

Louis Harms sr. had four children: Charles (born 1858 - died 1932), Louis jr. (born 1860, Mayor of Euclid from 1908 - 1913), Julia (born 1862 and married to Edward Steuk), and Richard (born 1864 - died 1930, never married). Louis sr.'s first wife died in 1870 and is buried on Put-In-Bay. Louis sr. then married Hulda Steuk and had two more children, Hulda (born 1873) and Irma (born 1882). Louis sr. died in 1888 and was buried on the family plot on the farm in Euclid, However, after the farm was sold to the Sisters of Good Shepherd, he was moved to Euclid Cemetery.

Louis jr. planned on marrying Julia Hermle, but father objected. He even threatened to disinherit Louis jr. if he went ahead with his plans. But fate intervened and the senior Louis passed away and Louis jr. went ahead with his marriage.

Louis was interested in public service and it was Charles and Anna Harms who ran the family farm and vineyards. About 1874, soon after arriving in Euclid, he built a chalet on the hillside overlooking Euclid Avenue. It was finally torn down in the early 1980s.

When Louis was elected Mayor in 1907 (took office in 1908), his primary concern was the installation of water lines throughout the village on each and every dedicated street. By June of 1910 enough water lines had been installed that a contract was signed with the Cleveland Water Department and the water turned on.

Mayor Harms now entered into an agreement with the city's legal counsel for \$200 per year, but he would also receive a fee of \$50 for each improvement in the village which he worked on. A similar offer was made to the village engineer. A salary of \$100 per year and a fee of 4% of the actual costs of improvements sanctioned by city council. For a number of years this seemed like adequate compensation, but after WWI when Euclid began to grow much more rapidly, these men began to make a great deal of money. It wasn't until Mayor Ely was elected in 1926 that the fee system was abolished.



Albert W. Henn

Albert Henn was born at New Britain, Connecticut on January 26, 1865. He was the son of Francis and Barbara Henn who had come here from Germany in 1848. Francis was a locksmith by trade and when Albert had completed six grades of formal education his father felt it was time for Albert to begin to earn a living and make a contribution to the family. Albert's first job was in a factory, but at age nineteen, left there and came to Cleveland. Here he worked as a clerk in a dry goods store and seemed to be well satisfied with the job for he stayed with them for the next thirteen years.

Albert returned to Connecticut and with his brother, E..C. Henn organized the Acme Machine Screw Company. However, in 1902 they merged with the National Manufacturing Co. of Cleveland and changed their name to the National Acme Manufacturing Co. Now operating out of Cleveland they did very well and in 1918 Albert was named president of the company.

Mr. Henn was married in Cleveland, April 17 1889 to Miss Gertrude Bruce. Eventually they were to have six children: Jessie, William, Edwin Charles, Howard Ralph, Jeanette Marie and Robert Bruce. All six children had the opportunity for an excellent education and took advantage of that chance.

In 1910 Albert purchased a number of acres at 23131 Lake Shore Boulevard and built a fairly substantial home on the property. Albert was an active member of the Masons, the Episcopal Church and the Republican party. He died in 1947 at the age of 83 and is buried at Lakeview Cemetery.

The house was taken over by the city and the Board of Education moved there. But for some unknown reason, the house was allowed to run down and it was soon apparent that it would have to be torn down or a great deal of money spent to bring it back. Citizens of Euclid formed the "Friends of the Henn Mansion" and have worked laboriously to try and bring back the houses glory and seem to be doing fairly well.

In 1959 Mayor Sims asked that a Historical Society be formed to preserve some of the artifacts and history of the city. Dr. Vorhees and others formed the Society and moved into a small portion of the Henn property and remained there until 1984 when they moved to the renovated High School on North Street.

Winifred Hodges

Born in Weston-Super-Mare, Somerset, England. It is claimed that she could trace her ancestry back to Henry IV's time. There is also a note that both she and her family were interested in music and the arts. Educated at the Royal Academy of Music in London, an accomplished pianist and violinist. She married Lawrence Hodges, an architect and engineer and came to the United States in 1922. The Hodges settled in Cleveland and Mrs. Hodges became active as supervisor of art for the Cleveland Recreation Department. Under the call of Mayor Frank Lausche, she began the "Show Wagon" for the children of Cleveland.

When Mrs. Hodges retired from her duties with the Recreation Department she moved to Euclid and began to take an interest in the history of her newly adopted city. As such, she became a member of the fledgling Historical Society and eventually became president of the Society from 1965 to 1975. However, near the end of her term in office, her age began to take a toll on her and Geraldine Devoe stepped in to help her out until Mrs. Hodges passed away in 1975 at the age of 88.



Florence Humphrey

Florence Humphrey was born in 1918 and was a graduate of Collinwood High School in 1936. Interested in women's affairs, she eventually worked for the Cleveland News in the women's department. It was while at the News that she met her future husband, Robert. The family moved into Euclid in 1950 and purchased a house on Hillcrest Drive.

With five children: Roberta, Kathy, Christine, Bonnie and Brian, she became interested in the activities of the schools and was soon a member of the PTA. She accepted the role of President of the PTA and served in 1971-1972. Florence was actively involved in bringing the YMCA and the YWCA together to form the Euclid Family YMCA. Her love of children caused her to be helpful in establishing the American Field Service in 1960 and hosted a number of young men and women from overseas. In 1964 she helped set up PACE, which is the Plan for Action by Citizens in Education. This organization helped set up libraries in some of Cleveland's elementary schools.

From the time she moved into Euclid in 1950, she began her life work of being involved. She seemed to take an interest in a varied number of organizations and then went one step further by becoming not only active, but in taking a leadership role in many of them. Her activities included all of the above mentioned groups, but over time she began to store away memories of Euclid until she finally became an active member of the Euclid Historical Society in 1985. Now that storehouse of memories began to pay off for all of us as she enthusiastically began to write down various aspects of Euclid's history for future generations.

For her efforts of some 50 years in Euclid, she was named "CitiSun of the Year" in 1994. The list of awards and accolades which Florence received in her lifetime was enough for the Mayor of the city, and numerous others, to nominate her for a place in the "1999 Ohio Women's Hall of Fame." Her motto for life could well be the foundation of life for all of us: "Everyone can make a difference with either large gestures or small acts of kindness."



Harry Knuth

Harry Knuth was born on January 3, 1902 and raised in the City of Euclid, the son of C. B. Knuth, the owner of Knuth greenhouse on Euclid Ave. Harry graduated from Central High School and worked for his father in the greenhouse for a number of years. However, he always had an abiding passion for politics and when Ken Sims was elected mayor, Harry was elected President of Council.

A very active member of the Coalition Club, which Mayor Sims had devised in order to try and get rid of the in-fighting over politics in the city. Mayor Sims served the city as mayor for the next 32 years, but in 1970 his health began to deteriorate and on June 19, 1970 retired from public office. Harry was then named Mayor of the city to complete Mayor Sims four year term. Harry ran again in 1972 and was elected for his own four year term, but decided to retire at the end of this term, December 31, 1975.

As a good soldier, he seems to have faded away after his retirement and Harry died on September 15, 1981.



Roy R. Larick

Mr. Larick was born on December 17, 1918. He was part of the third generation of Laricks to be born and raised on the shores of Lake Erie in Euclid. He attended Public School #10 at East 260th and Lake Shore Boulevard and when that school was closed for lack of attendance, he went to PS #3 at East 200th and Lake Shore Boulevard. He then went to Shore High School where he graduated in 1936. At Wooster College he majored in chemistry, graduating in 1942. Mr. Larick then entered the Navy and went to Midshipman's school in New York City.

In February of 1943 he attended Ohio State University for Navel Officers Training and in July of 1943 was sent to the Boston Navy Yard to be on hand for the fitting of the Destroyer Escort USS Deede. (DE 263). The ship and Lt. Larick were now based in Pearl Harbor, Hawaii and when the Deede was decommissioned in June of 1946, Lt. Larick was the ships executive officer.

Upon discharge from the Navy, Mr. Larick took a position with the Lubrizol Corporation in Wickliffe. His work was in the Quality Control Laboratory. While at Lubrizol he met Elizabeth Lansell and in 1948 were married. In 1949, Roy Larick III was born and in 1951 a daughter Susan was born. During this period of time, Mr. Larick built his own house on the land that had been in the family for the past 100 years.

When he retired in 1976, Mr. Larick began a second career of volunteer work. He had helped, in 1928, to found the East Shore United Methodist Church on Lake Shore Boulevard and now devoted more of his time as a volunteer to the church. He also helped his wife as she volunteered at the Mary Mavec Opportunity School and helped in the Book Department of the Cleveland Botanical Garden White Elephant Sale. Both of these projects were done by the Lake Shore Garden Club of Euclid. For these efforts, the club elected Mr. Larick as the only Honorary Member in its 70 year history.

Mr. Larick also became a member of the Euclid Historical Society and served as its president from 1980 till his death in 1991. In 1984 he oversaw the move from the Henn property to the Old North Street High School which had been renovated into a museum. He served as one of the foundation blocks of both the Society and the Museum and we are thankful to him for setting many of the precedents that continue to guide the Society and the Museum.



David Lynch

David Lynch was born in Cleveland, Ohio in 1957. Educated at St. Ann Elementary School and Cleveland Heights High School. He attended John Carroll University with a major in English literature and received his law degree from Georgetown University in Washington DC.

In August of 1982 he married Nancy at Holy Cross Church in Euclid, Ohio and now has three children. He attends St. Williams Church and is an active member.

Interested in politics, he ran for Euclid City Council in 1985 and was elected for a two year term. In 1987 he made the decision to run for mayor of the city against the incumbent, Tony Giunta, and won. He served for two terms, 1987-1995. During his tenure in office he focused on bringing new business into the city and expanding the businesses already here.

When he left public service he opened his own law office on East 222nd Street. Added to his many duties as an officer of the courts, he also produces and hosts his own TV show: "Live with David Lynch."

David has received numerous rewards and awards by many of the most prestigious organizations in Ohio and Euclid.



David Maine

David Maine was born in Pearrisburg, Virginia on June 7, 1952. However, he was raised in Chagrin Falls, Ohio and graduated from Chagrin Falls High School in 1970. Went to Hiram College, graduating with a major in biology/chemistry in 1974. The eldest of four boys, born to Paul and Mary Maine.

Joined the Euclid Police Department in June, 1977. Attended the Ohio State Patrol Basic Academy. Promoted to Sargent in 1984, to lieutenant in 1986 and to Captain in September of 1988 when Wayne Baumgart was appointed Chief of Police. Appointed to Executive Officer position in April of 1997 when Patrick Kordet retired. Appointed to Chief of Police in Euclid on September 18, 2000 after competitive promotional process resulting from retirement of Chief Baumgart in May of 2000.

Maine has served in a number of capacities and taken on a number of varied duties. A member of the SWAT team, shift supervisor and shift commander. Was a patrol commander. He attended Northwestern University School of Police Staff and Command in 1987. A graduate of the FBI National Academy in June of 2001. Served as a commander of the Auxiliary Police Unit. Attended many other police schools and seminars including the Secret Service Dignitary Protection Seminar in Washington, D. C. Awarded the Police Departments Exceptional Service and Educational Award.

As a police administrator, was on the initial advisory board and board of directors for the Cuyahoga County CISM Services commencing in 1989. Served on the board until 1998, and as the treasurer until 1996. Still affiliated with the organization. Attended Leadership Euclid program in 1996. Served on the board of managers for the Euclid Family YMCA from 1997 to 2000.

Married to Elaine, a dispatcher with the City of Euclid Police Department. Father of daughter Bethany, and son Justin.

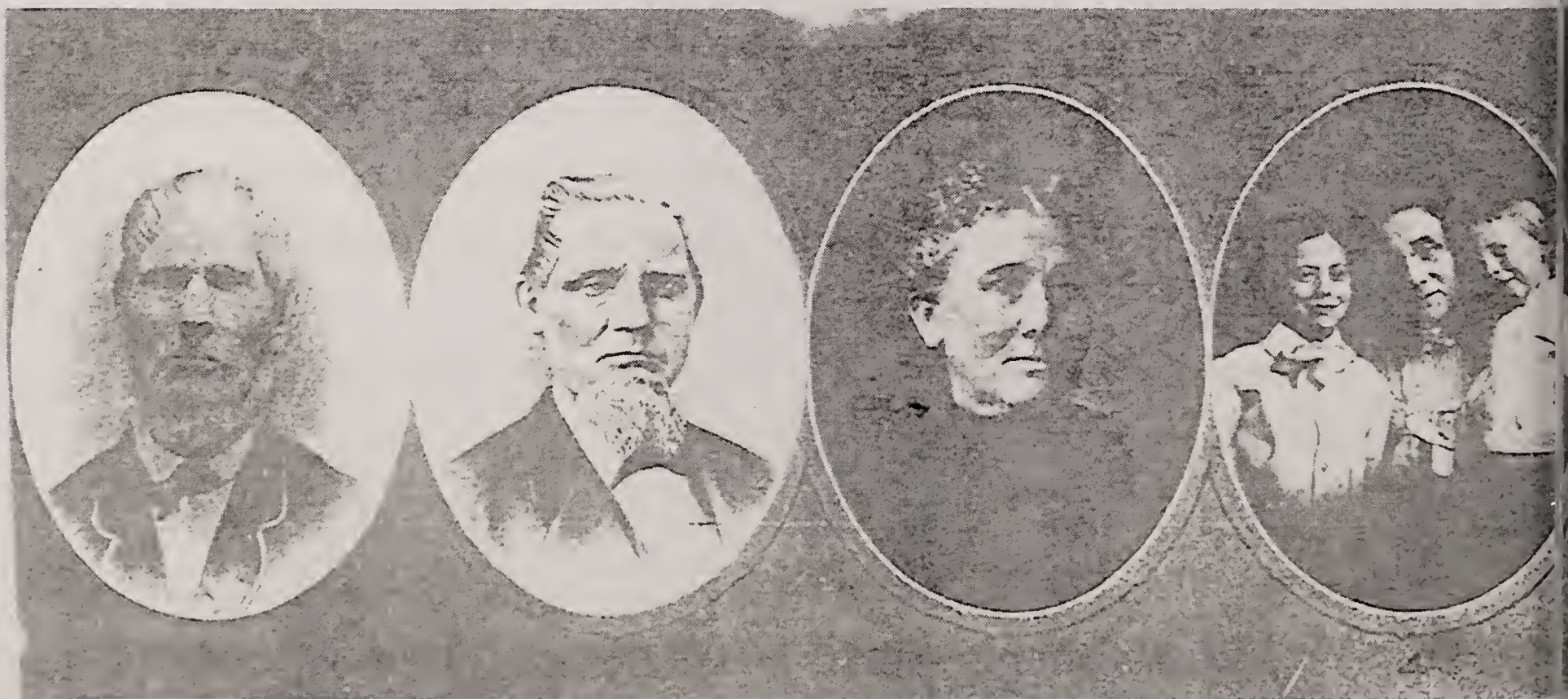
McIlrath Family

One of the first McIlrath's to move into Euclid Township was Thomas. Born in 1792 in Washington County, PA, he moved here with his family in 1804. Thomas was 12 years old at the time. The father had bought a farm just to the west of East 152nd Street and within a mile or so of the Lake. In 1813 the McIlrath's and friends were in the process of raising a barn when they heard the canons going off in one of the Battle's of Lake Erie. The war was getting close and closer to Euclid and a number of citizens packed up and headed east, only to be stopped at the Chagrin River.

As Thomas grew to manhood, he married Jerusha Brainard on December 26, 1815. There are many stories and myths told about the McIlrath men. That Thomas was one time prosecuted for trading a quart of whiskey for three raccoon skins. Was he trading with the Indians on the other side of the Cuyahoga?

It seems that most of the McIlrath men were of a strong physique and Abner McIlrath was no exception. He stood some 6' - 6" and weighed in at 255. When Lincoln came through town in 1860, he stopped at the Weddell Hose in Cleveland. Spotting Abner, Lincoln invited him up on the balcony and sized him up. Lincoln then said, "I just wanted to see if you were taller than me." Abner replied, "You see, Mr. Lincoln, I'm a bigger Republican than you are." Abner also ran a tavern at Euclid Avenue and Superior in East Cleveland. He opened the tavern about 1837, although some believe his brother, Alexander, had earlier opened a general store and tavern in the same building. After Abner died, the tavern was neglected and was finally torn down about 1890.

The first picture is that of Thomas McIlrath, the second is one of his sons, Alexander. Alexander was born in Collinwood on September 18, 1816 and remained in the area all his life. He was married to Caroline Meeker on May 18, 1840 and had nine children, most of whom remained in the area. The third picture is Mrs. Cornelia Sherman, daughter of Alexander and the last picture is of Mrs. F. A. Cramer, daughter of Mrs. Sherman and her two sons, the fifth generation.



Paul Oyaski

Paul Oyaski was born in Euclid and educated at Noble and Memorial Elementary Schools. He then graduated from Euclid Senior High School in 1970 and proceeded on to Cleveland State University and Ohio State University College of Law.

He married Betty Ann Hill in 1979. Interested in politics, Paul ran for City Council in 1977 and won. He served a number of terms and was soon appointed the city's law director. Because he was an active member of a number of organizations he believed he would make an excellent mayor of Euclid. He ran for mayor in 1995 and was elected. He has remained in office up to this writing in 2002.



Frank Payne

Frank Payne, Chief of Euclid Police, was born in Pittsburgh, Pennsylvania. The family soon moved to northern Ohio and Frank grew up in East Cleveland. He was a graduate of Shaw High School and in 1929 married Barbara. His first job was with Chase Brass and Copper and stayed there until he joined the Euclid police on April 16, 1937, being sworn in by Mayor Charles Ely.

Frank became a Sargent on June 1, 1948, lieutenant on July 16, 1951 and a captain on March 26, 1956. He was named Chief of Police on July 7, 1962 and remained in office for the next 26 years. He retired in 1988 and passed away in 1990. During his long and illustrious career as a police officer and then as Chief, he earned numerous rewards and awards. He was honored by the Euclid Veteran's Club, Jewish War Veterans, VFW Post, Euclid J.C.'s Kiwanis International and many others. He was a life member of the International Chiefs Association and in 1986 the Sons of the American Revolution gave him the Law Enforcement Award for meritorious service in Law Enforcement.

An active member of community affairs and a man with a very green thumb, as witness his exceptionally well cared for lawn and garden. He was also one of the best educated Chiefs, earning many certificates for work in the classroom, both at the college level and with the FBI. He also demanded that his officers continually learn as much as possible about their chosen field: traffic, detective work, office work, no matter what their specialty was.



Ernest Peters

Ernest Peters was born in Richmond Heights in 1905 and attended the local township schools there. He joined the Euclid Police Department on April 16, 1936 as an ordinary patrolman. He made Sargent on September 1, 1945 and lieutenant on December 1, 1950. He became Captain on June 1, 1952 and Chief of Police on December 8, 1955 and retired on May 14, 1962.

Perhaps one of the reasons for his rising to Chief was his abiding interest in the traffic problems in the city of Euclid soon after World War Two. In 1947 he was selected to attend a three week long seminar in traffic at Northwestern University. He was able to beat out patrolman Frank Payne for the award. In 1949 he attended the National Academy of the FBI in Washington and a few years later attended Western Reserves scientific investigation course. In 1952 he was put in charge of Euclid's Civil Defense program.

After WWII, many of the young men coming out of the military chose the police as a career, but they were not the heavy weights that had been seen before the war. Most of them were young, athletic and with a strong desire to help where they could, and for many that was the police or the fire department. But they were also anxious to learn and after Peters had attended classes and seminars, he had most of these young officers attend training classes at the station so that he could tell them what he had learned. It made for a much more efficient and well educated group of officers.

After he became Chief in 1955, he put many of his ideas learned at these classes and seminars into effect. Stop signs at intersections that had shown a large number of accidents. Stop lights at crucial intersections and street painting with arrows and other information for the driver and pedestrian, all in an attempt to make Euclid a safer place for people to drive and to walk about. Peters celebrated his 90th birthday in 1995.



Henry S. Pickands

Henry Pickands was born about 1877 to Henry S. Pickands of the firm of Pickands-Mather Company. The senior Mr. Pickands was a millionaire by the time his son was born and junior had the finest of everything right from the beginning. He attended University School and the Sheffield Scientific School at Yale. He graduated as an engineer and had an abiding interest in virtually everything scientific. He even took part in the first automobile trip from Cleveland to Chicago at the turn of the century when there were few roads and none of these were paved.

After his fathers death, Pickands inherited millions of dollars and could have lived the life of a socialite and of leisure. But he had been taught that work was an honest way of life and so he took his fathers place in the Pickands-Mather firm and started to learn the business. After learning the ins and outs of the office he went to Marquette, Michigan and became the dock manager, again learning all he could about the business. He also married while he was in Marquette and when they returned to Cleveland, lived at 6507 Euclid Avenue.

In 1902 they purchased a fair size piece of land in the village of Euclid at the top of Chardon Road hill. Living in the frame house they had bought with the property, the decision had to be made whether to build their grand house here in Euclid or in downtown Cleveland. Although Pickands didn't like Euclid the way it was, he really loved the farm and so decided this would be the place to build and live. Once the decision was made, Henry himself began to take an active interest in the building of his new home. It was one of the first steel and concrete houses built in Northern Ohio.

Having now made the decision to live in Euclid and after his house was completed, Pickands now began to take an interest in the village itself. What he saw, he didn't like, mostly the saloons and wine farms where people would carouse and cause undo amounts of noise that kept him up at night. The roads, if the mud paths could be called roads, were not very conducive to his using his automobile to get to work in Cleveland. A number of other things he didn't like and so he decided to adopt the village of Euclid.

Henry S. Pickands

He would run for mayor of the village and use his own money to improve conditions. But Charles S. Harms was the presiding mayor, had more political experience, and as a wine farmer had the liquor vote. Pickands ran a 'law and order' campaign and won by two votes. His first order of business was to hire George H. Eichelberger as the village solicitor, he was an ex-US. Marshall.

Because one of Pickands pet peeves had been the deplorable condition of the streets in Euclid and since the city didn't have the money to improve them, he used his own money. He hired men and graders and by the end of the summer Euclid had some of the best (dirt) streets in the county. But once the streets were improved he found the people who owned 'Benzine Buggies' or automobiles, taking advantage of the smooth roads by speeding. Since he controlled the city council, he had legislature passed limiting the speed to 12 miles per hour. Those who broke the speed limit were fined \$200 and costs and no one was immune from this law. Pickands brother, J.M. Pickands was found guilty of speeding and fined \$200. Then to top it all off, Pickands himself was caught speeding. Eichelberger found him guilty and fined him \$200, Pickands paid up, with a bit of a red face.

The most objectionable item which Pickands had found were the saloons and the trash which seemed to swarm around them. He had Eichelberger draw up a petition to be put before the people, making Euclid a 'dry' village. There were a number of people who objected to this and Pickands was obliged to carry a gun for protection. When the vote was taken, Pickands 'dry' town became law by 2 votes. Saloon keepers who refused to close were arrested and fined \$200. By the second arrest and fine, the saloons and wine farms were gone or converted. Drunks who were found were arrested and sent to a sanitarium in Willoughby at Pickands expense. There were soon very few, if any, drunks on the streets of Euclid.

For all that Pickands did for the village he was never the most popular mayor and had to continue the fight to keep Euclid dry and clean. In 1905 he ran for mayor the second time and by some happenstance, again won by two votes. In 1907 he was defeated by Charles Harms and Pickands left office in 1908. However, he continued to keep a sharp eye on the village. It isn't known if he ever retired but he passed away in 1929 after a long and very useful life.

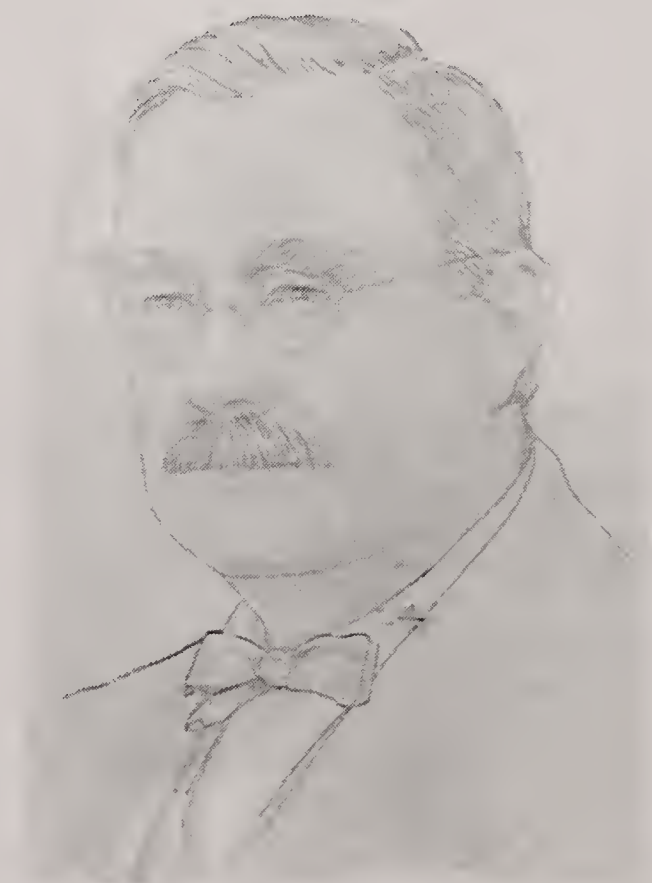


Daniel H. Pond

Daniel Pond was born at Petroleum Station, Pennsylvania on March 11, 1869. The family moved to Cleveland while Pond was quite young and so he was educated in the Cleveland school system. He went on to Allegheny College, a military College in Meadville, Pennsylvania. Upon completion of his studies he joined the military and was with the Seventh Cavalry, Troop G. For some time he served out west in the Indian Territory. In 1890 he was discharged and returned to Cleveland. He then enlisted in Company I, Fifth Infantry. Within four years he had been raised to Captain. In 1897 he resigned his commission and accepted another commission as a lieutenant commanding the 1st unattached Division of the Ohio Naval Brigade. It was with this unit that he showed his abilities as a disciplinarian and organizer. When war was declared against Spain, Pond left the state militia and returned to the Regular Army as a Captain. In November of 1898 with the Spanish-American war nearly over, he was mustered out.

During his service with the Ohio National Guard, he was extremely active in and around Cleveland with specific military matters. Most of these assignments were guarding the general welfare of the people against strikers at Pigeon Run, the May Day Riots, the Berea quarrymen's strike and any other problems which arose during his time in the service.

In 1915 he ran for mayor of Euclid and won. He served from 1916-1922, during World War One and proved to be an excellent mayor. He accepted a large number of allotments (the builders plans for what he hoped to build on the property) which meant that the streets had to be paved, sewers, water and gas lines put in and then sidewalks. In order to pay for all this, a bond issue was placed on the ballot for sewers and a sewage disposal plant. On the same ballot was an issue for widening Euclid Avenue and Lake Shore Boulevard. Both of these bond issues failed in 1921, but were passed in 1922. Work was completed during Mayor Zimmerman's administration.



The Ruple Family

Among the first families of Euclid Township were the families of John Ruple, William Coleman, John Shaw, Thomas McIlrath and Garrett Thorp. There is little evidence of a hard and fast nature, but most agree that David Dille was the first permanent settler in the Township, the other families cited coming to Euclid Township later in 1803, early 1804 and a few years later.

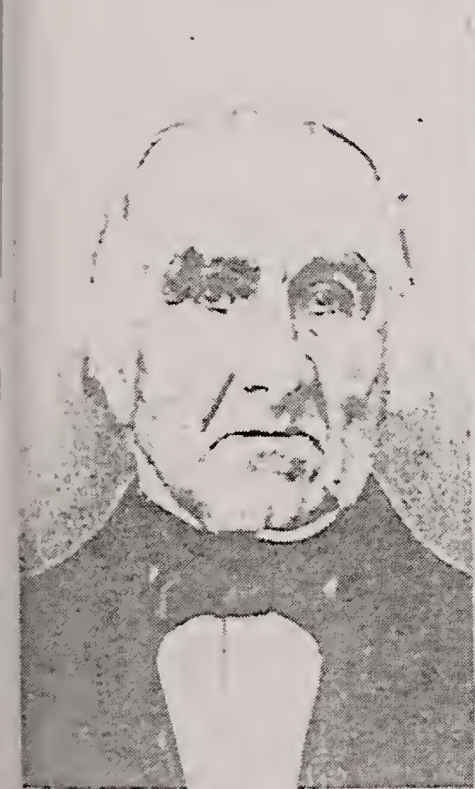
John Ruple, the patriarch of the Ruple family, moved here from Washington County, Pennsylvania in 1805 and soon became known as Deacon John Ruple. He is also credited with killing the first panther in the area.

In 1807, the Church of Christ was founded in Euclid Township. There is only a slight controversy over where the first meeting was held, but records show that the property for the church was sold by Thomas and Eunice McIlrath to John Ruple and Andrew McIlrath as trustees of the newly formed congregation. It is claimed that this was the very first religious organization in this area. It was also how John Ruple received the title of Deacon. The Church of Christ Church is now known as the Historic First Presbyterian Church of East Cleveland and is located at Euclid Avenue and Nela Drive.

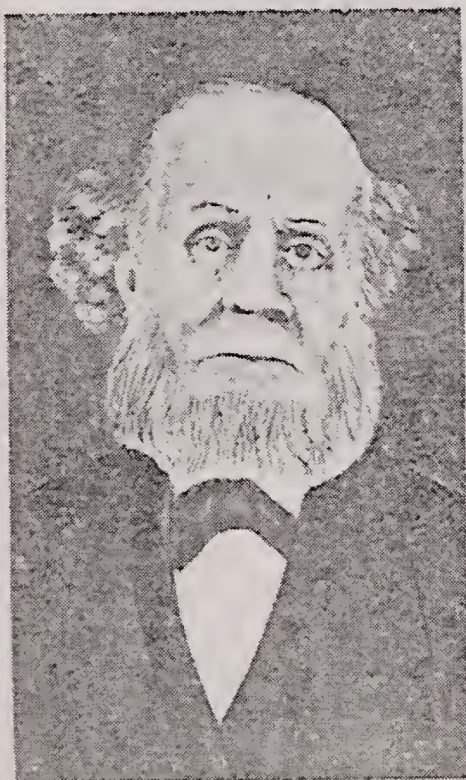
"He raised a large family, and lived to an advanced age, on the place where he first located, amid the respect of all who knew him." Speaking of John Ruple.

One of John's son's, Cyrus, was born here in Euclid Township, in that part of the Township that is now known as Collinwood. Research shows that Cyrus was not interested in politics, but his son Frank H. Ruple became a Councilman and Marshall in the Village of Collinwood. The fourth and fifth generations of Ruples were represented by Mrs. H. H. Patterson, daughter of Frank H. Ruple, and Mrs. Patterson's children.

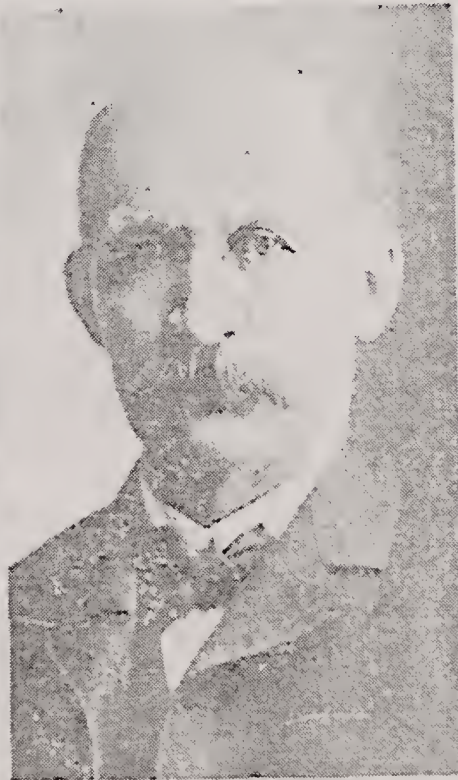
THE RUPLE FAMILY—FIVE GENERATIONS



John Ruple



Cyrus Ruple



Frank H. Ruple



Mrs. H. H. Patterson and Children

Karl Schmidt

In 1927, Karl Schmidt was appointed Chief of Police by Mayor Charles Ely. However, when Schmidt announced that he was going to run for Marshall of the village, he was released from his duties as Chief of Police. Standard operating procedure up to that time had been to appoint the acting Marshall as Chief of Police, but for Ely, this was no longer an option since he had just ousted Schmidt as Chief. The salary of the Marshall was suddenly reduced to ten dollars a year or .83 cents a month. Schmidt decided this was simply too much money to spend and was going to have his first check framed.



John Shaw

Although there is little information on the early life of John, we do know he moved into Euclid Township in the early 1800s and is considered one of the first settlers in the area. He was married to a young lady named Sarah and she loved to dance. For this sin against the church she was cast out of the church, but a year later she repented and was accepted back into the fold.

John was a farmer by trade, having about 90 acres along Euclid Avenue in East Cleveland. However, he was a firm believer in education and even taught school, part time. He and Sarah had no children and when John died in 1835 his will left the rents and profits to open and operate a school. The original donation of property for the school was three and a half acres. Trustees were elected later in 1835 and a very modest school building erected, known as Shaw Academy. Most of the students, including Charles Brush, went to the Academy since it offered a wider curriculum than most other high schools.

Sarah had been ostracized earlier for dancing, yet in 1838 when she visited the school, she found the female students doing calisthenics, actually they were simply waving wands in unison. She berated them for this outrageous sin and as she turned to leave, large pieces of the ceiling plaster came down. She turned to the girls and then looked at the plaster, and said, "Let that be a lesson to you..."

In 1849, Sarah signed the farm over to the Academy and two years later passed away. When the Academy ran into financial problems in 1868, public money was used for its support. However, it wasn't enough and in 1877 the Academy was given over to the local school district and the name changed to Shaw High School of East Cleveland.

Kenneth J. Sims

Kenneth Sims was born on February 8, 1902 and received his degree in law at the Cleveland Law School. He paid his own way through law school by working in the oil fields near Lodi, Ohio. In 1935 he ran for city solicitor but was soundly defeated by the Ely machine. By 1937 Sims felt it was time to try for mayor.

In 1937, the City of Euclid was in poor condition. Slot machines abounded and government corruption was rampant throughout its ranks. Yet, the mayor of the city, Charles Ely, dismissed these problems as inconsequential. A young lawyer, Kenneth J. Sims, began to build a political party called the Coalition Party, which he believed could oust Mayor Ely and bring the city back to some semblance of law and order. It was not the cleanest campaign ever run as witness the night of September 27, 1937. A reporter for "The Observer", the fore runner of the Sun Journal, ran a number of articles on the slots and the corruption in city hall. For his efforts he was shot at as he drove down East 260th Street, and it was not the only problem taking place. Campaign signs were destroyed or stolen right off the tree lawns.

On November 2, 1937, Sims won election as Mayor of Euclid: 3,436 to Ely's 3,151. The era of corruption was about to end. Soon after Sims victory, Safety Director Bill Zitsmann turned in his resignation, as did Councilman Harry Baker, both loyal Ely men. As soon as Sims took office he had an audit of every departments books. The police books showed a shortage of \$32,918, paid under the table to police officers who worked as special police for Addressograph-Multigraph and which the state had no knowledge of.

Of some help to Sims in his clean up campaign was the fact that in late 1937, the state moved in and confiscated every slot machine in the city. It was a good start to the clean up, but it would take another year or so before Sims and others could declare the city was now basically free of corruption, gambling and bootlegging.

In December of 1941, WWII began and the mayor became a wartime mayor, a job to be wished on no man. It was a difficult time for everyone and which saw a population explosion of unprecedented measures. When the war was over there was a collective sigh of relief and the hopes that Euclid could once more be the city of choice. But the war workers remained in the city and now wanted houses, not projects. Sims now had to oversee a huge building boom with all the problems that come with it. New sewers, streets, water mains, sidewalks, and the list goes on. But Sims was up to the job and Euclid expanded to near capacity.

Through years of public service, Mayor Sims was able to expand the cities bus line, make needed improvements in sewage disposal, set up a model recreation program and began to smooth over public relations. For his efforts as mayor for more than a quarter of a century (1938-1970) he received many awards and rewards by a host of clubs, newspapers, service organizations and religious groups. Such as: the Junior Chamber of Commerce, the American Legion, The Cleveland Press, the Euclid Jewish Organization and the Cleveland YMCA. He sat on numerous civic and cultural boards and was a past president of the County Mayors Association.

George E. Stevens

George E. Stevens was born in Euclid, Ohio in 1899. In 1913 he went to Camp Wissalohican where he and his friends dug a boulder from the earth. George then proceeded to carve this message on the boulder: "George dug this in 1913." In 1998, that boulder was found just under the surface of the Grand River in LeRoy Township. Subsequent research found the inscription belonged to George Stevens of Noble, Ohio, now Euclid. A later inscription was made near the first one on the boulder: "George Stevens, killed in action 1918." Lake Metroparks has pulled the boulder from its watery site and in 2000 placed it in a prominent place with great reverence for a fallen soldier. It is now at Indian Point Park in the Metroparks System.

George was educated in the Euclid public school system and at Shaw Academy, but at the age of 17 made the decision, with seven of his friends from Shaw, to enlist in the National Guard in 1917. Because he was under age he needed his parents permission to enlist and they reluctantly gave it. He served in Company 3F Infantry as a private, beginning on April 28, 1917. He was promoted to Corporal on September 5, 1917 and raised in rank to Sargent on March 15, 1918.

He was a member of the American Expeditionary Forces on October 18, 1917, a part of the Rainbow Division which found them all now serving in France. In a telegram to George's father, the commander of the 42nd Division explained what happened. "...on the occasion of the action near Seringer-et-Nesles, northeast of Chateau-Thierry, on the night of July 29, 1918, when his company had been halted during the advance by murderous fire from the enemy, he did fearlessly attack a machine gun nest and in exposing himself, he met his death...

"...your son's performance of duty on this occasion (is) worthy of the highest commendation...his actions in the face of the enemy (were) gallant, an example to his comrades in arms and characteristic of that splendid standard upon which the traditions of our military establishment are founded."

In reading, and re-reading about George, I am reminded of the exploits of World War One's most decorated young man, Sargent Alvin York. Both were hero's to their country.

the only difference being that York lived to tell his story while Stevens did not. Steven's love of his country can best be expressed in a poem he wrote one night while he was on guard duty in France.

"As I walk my post at midnight,
Trying to do things right,
Thoughts of home and friends come to me
As wearily drags the night
Thoughts of Mother and Father,
And of all my kith and kin,
And then of friends whose friendship
I've been lucky enough to win.
And I long to be back with the home-
Who are always so dear to me,
And my throat it just seems to choke,
And my eyes, well, it's hard to see.
But when I feel the saddest,
And my spirit seems to lag,
All I need for consolation
Is one good look at our flag.
And then with redoubled strength
Because of the thoughts I've had,
Comes back the joy of my spirit,
And once again I am glad.
For when I think of our Country,
And our fathers of long ago,
Why, even our lives can little repay
The smallest debt that we owe.



Sgt. George Stevens, of Noble, Ohio (later Euclid), died a death in World War I. He was just 18 at the time of his death in France.

Tony Sustarcic

Mayor Sustarcic was a graduate of Central High school and then went on to Dyke Spencerian College to major in business administration. He was in the 3rd Armored division as a tank commander and during his hitch lost a leg while in action. For having been wounded in action against the enemy, he was awarded the Purple Heart. Upon returning to Euclid, he became a charter member of the Disabled American Veterans Club, which was soon change to The Veterans Club. Tony served as a Councilman-at-Large for ten years before becoming Mayor of the city in 1976.

Tony worked for the ex-City Engineer, Frank A Thomas and Associates as a draftsman and Public Relations. After serving as mayor of the city he then took a position as a security guard at the Cleveland Justice center and has served in that position for some twenty-three years.

Having a strong interest in the city and being a most gregarious person, Tony allied himself with a number of associations, especially through the Catholic Church. A strong Democrat, he was involved with politics for a number of years prior to his being elected mayor.



Captain William Treat - Boat Builder

According to the preserved records of Euclid history, a shipyard was opened at the mouth of the Euclid Creek (about 1840). It was operated by Captain William Treat (also spelled Trist) in partnership with Charles Moses. For some ten or twelve years they built boats, some to operate on the canals and later building sailing schooners to ply the Great Lakes. These boats attained some reputation as being sea-worthy and six or seven were launched in the next five years.

There is a story that comes from that time and place that a young man was killed one day at one of the launchings. Boat builders believed that nothing should interfere with the launching of a ship, otherwise that ship would have bad luck all its sailing days. This young lad was part of the launching crew and some how got stuck on the ways just at launch time. The ship simply ran over him and caused his death, the builder refusing to stop the launch.

Captain Treat sailed on the lakes for some time, but the records do not disclose how long he captained a ship. The recorded story about his life closes with an incident about his burial. He was interred in the "Old Euclid Cemetery" adjacent to the Nickel Plate tracks on the east bank of Euclid Creek and north of Euclid Central High Schools athletic field. There is a knoll still bearing evidence of a burial ground and has six or seven graves remaining. (That was in 1947. There is no longer any evidence of a cemetery in the area.)

When the Nickel Plate Railroad was put thru Euclid in 1881, (on exactly the same right-of-way that it now occupies) it was necessary to re-locate the cemetery. Relatives and next of kin were contacted before the interred bodies were moved to the new location on Euclid Avenue. Those for whom permission could not be obtained were left in their original graves. Among them was the grave of Captain Treat. His headstone or monument was a large anchor on which it was alleged to have been inscribed the following epitaph:

"The Captain lay asleep in his first wife's bed
His second wife's pillow under his head,
His third wife's cover over him wide,
The fourth was sleeping by his side."

Thus ends the saga of a ship Captain of the Great Lakes who helped make Euclid famous by his enthusiasm for boat building and lake sailing.

Condensed from notes of early settlers and checked with History of Cuyahoga County.
Written by Dr. Vorhees.

Dr. Leonard Vorhees

Born in Euclid, on St. Clair Avenue, in 1897 in the same house his father had been born in. His great-grandfather had settled in Euclid Township in 1812. Vorhees attended local schools and began his teaching career in Cleveland in 1921. In 1923 he went to the Athens, Ohio school system and while in Athens received his bachelors degree from Ohio University in 1926. He now returned to Cleveland and taught shop at South High School from 1927 to 1936. He received his Masters degree in 1930 from Ohio State University and in 1960 was granted his doctorate degree in education from Michigan State University. During the academic year of 1936 he taught at Ohio State and in 1937 became Euclid's truant officer. A few years later he became director of pupil personnel for the Euclid Board of Education. He would serve in that capacity for the next 26 years.

Dr. Vorhees served in the Army during WWI and in the Coast Guard Reserves during WWII. From 1936 to 1940 he was a Mayfield Village councilman and about the same time was superintendent of the Mayfield Methodist Church's Sunday school. He was a member of Willoughby Masonic Lodge, a member of the Scottish Rite and the Al Koran Shrine. He was a past president of both the Ohio and International High Twelve Clubs, a part of the Masonic fraternity, in 1967-1968.

In 1959, Mayor Kenneth Sims requested Dr. Vorhees set up an Historical Society in order ... "to preserve for coming generations as well, those items of Historical significance which played so important a part in laying the cornerstone of our community." The recreation department set aside space at the Euclid Recreation Commissions headquarters on the Henn property to display and preserve what artifacts were given to the Society by the public. Dr. Vorhees became the first president of the Historical Society and served until his retirement to Chardon and then to Minocqua, Wisconsin where he passed away on November 26, 1977 at the age of 80.



Mrs. Bessie Sherman Wells

Bessie Sherman was born in Euclid in 1893 and attended the local primary schools. She then went on to graduate from Collinwood High School. Her higher education was taken at the Cleveland School of Education and Western Reserve University. After graduation she continued her education (when she had the time and the money) at Ohio University, Ohio State, Kent State and then Columbia University.

Mrs. Wells started her teaching career in South Euclid in 1911 when that area was still part of Euclid Township. In 1915 she came back to Euclid proper and taught at the little red school house on the south-west corner of Lake Shore Boulevard and East 200th Street and then known as the Berwick School. A few years later a new school was built at Abbey and East 200th Street and known as Roosevelt. When she left Berwick, she taught at Upson and then at Shore. With her experience and education she was offered the position of principal at Noble Elementary School on Babbitt Road and Lakeland Boulevard. She remained there from 1921 until her death in December of 1954.

Over her long and distinguished career she wrote numerous articles, such as "The Teaching of Nutrition in the Elementary Schools." Her articles appeared in many of the elementary school publications sent all over the United States. She helped start Nobles PTA and was made an honorary member. She was a member of many of the most prestigious associations and societies and was President of the Department of Elementary School Principals of Northeast Ohio. She was also very active in community affairs and a member of the Order of the Eastern Stars.

Charles X. Zimmerman

Charles Zimmerman was born in Cleveland and was educated in the Cleveland public school system. He joined the Ohio National Guard in May of 1884 as a private and rose in rank to become a lieutenant in 1887. Only two years later he was made a Captain and was in command of 'Company F'. During this time he displayed his leadership abilities. In 1899 he was promoted to Colonel. He was inducted into the regular Army during the Spanish-American War, but did not see action during this conflict. He was mustered out in 1899 to return to the National Guard. In 1916-1917 he was actively engaged on the Mexican-American border. By 1917 he had received his first star in the Ohio National Guard and in September of 1917 returned to the regular Army. He served in the Meuse-Argonne offensive and was injured in the line of duty. He was discharged in 1919 to return to the National Guard. Leaving the National Guard, he returned home to Cleveland and then settled in Euclid.

General Zimmerman served as Mayor of Euclid Village from January 1, 1922 to December 31, 1925. It was during his administration that the Village of Euclid began to move from a predominantly agricultural and rural community to a more industrialized society. During his term in office he was instrumental in having a fire station, an incinerator and a sewage disposal plant built. He had the city purchase some 20 acres of land at the foot of East 222nd Street, previously known as Camp Wise, for a park. Another first for his term was the passage of a new zoning code, one part of which led to the Supreme Court case of Ambler Realty vs. City of Euclid in 1926 and which the city eventually won. Zimmerman was also in office when Euclid Avenue and Lake Shore Boulevard were widened to accommodate more traffic. He was also responsible for upgrading and installing additional sewers throughout the village.

In order to pay for all the needed improvements in the city, two million dollars worth of bonds were issued and sold. But engineering fees, legal fees and legislative wrangling caused the city to find itself in monetary difficulty.

One of the problems which Zimmerman had was his desire to see the city grow and accepted every allotment presented. But this meant sewers, water, gas, pavement, curbs, sidewalks and other necessities for civilized man. All this on a very limited budget. Then, when some of the allotments were never developed it meant more debt to an already shrinking amount of money.

Because of the confusion over the debt and the tight money, 'General' Zimmerman did not run for office again, citing poor health. He died in 1926, only a few months after leaving office. Charles Ely ran on a platform of reform, especially the needed reform to the accounts of the city.



Admiral Ronald Zlatoper, U. S. Navy

Admiral Ronald (Zap) Zlatoper was born and raised in Euclid., Ohio, but was a graduate of Villa Angela - St. Joseph High School, when St. Joseph was an all male school. He and his family were residents of the Indian Hills area in the south-west part of the city. After high school he decided to attend Rensselaer Polytechnic Institute on an ROTC scholarship. After college he entered the air arm of the Navy and was assigned to one of the first squadrons using the new A-6 plane. He flew these new planes over North Vietnam in the late 1960s and early 1970s. Offered top money by corporations like IBM, Zap decided he was fulfilling his destiny in the Navy and not in the corporate circle.

He flew numerous missions in 1970 during the Jordanian crisis and his fervor for flying and his intelligence, came to the attention of higher ups. He continued to rise in rank and in 1983 was chosen by Defense Secretary Caspar Weinberger as one of his two assistants, the other being Colin Powell. Realizing the importance of keeping abreast of all the latest technology, Zap was able to get an advance degree in computers and management. He also wrote a number of articles which kept him up to date with the latest in Naval practices.

In 1994, he became commander of the Pacific fleet and earned his third stripe over his bar. The Pacific fleet had 215,000 sailors and marines, 195 surface ships and submarines, 1,600 aircraft and covers 102 million square miles. Prior to this assignment he was head of personnel and it was his job to reduce the number of men in the Navy. But, as a volunteer Navy, the men who joined were usually looking for a career in the Navy and this didn't make Zaps job that much easier.



Adm. Ronald J. Zlatoper



Shopping Center, East 185th Street

MISCELLANEOUS



Shopping Center, Euclid Avenue at Chardon Road

Here are a few city names that you might be interested in as to how they came about.

| | |
|------------------|---|
| North Olmsted | One of the proprietors (investors), in the Western Reserve. His son Charles Olmstead offered a 500 book library to the township if a town would be named after the family. Eventually the 'a' was dropped from the name. |
| Hudson | Named for one of the first settlers in the area, David Hudson. |
| Austinburg | One of the major settlers in that area, Eliphalet Austin. |
| Harpersfield | Named for one of the first settlers in the area - Alexander Harper. |
| Rootstown | Named for David Root who was the brother of one of the share holders, Ephraim Root. David was an early settler in the area. |
| Stow | Mr. Stow was a member of the original survey party of 1796 and one of the investors in the Western Reserve. |
| Strongsville | Named after the governor of Connecticut who was in office at the time, Governor Caleb Strong. |
| Elyria | Named for Justin Ely who was the son of one of the investors, Herman Ely. Justin also had some land in Euclid Township in 1802, but did not settle here. |
| Kirtland | Named for Thurhand Kirtland who made an investment in the Connecticut Land Company through Caleb Atwater. |
| Chardon | Peter Chardon Brooks offered a piece of land for the Geauga County Seat, in 1808, if the town would be named Chardon. |
| Painesville | John Walworth and General Edward Paine settled in the area in 1800. However, Walworth soon moved west and in 1807 the township was named Champion for the largest landowner. In 1816 the name was changed to Painesville. |
| Warrensville | Named for the first surveyor in the area, Moses Warren |
| Aurora | Named for the daughter of Amos Spafford, one of the original surveyors. |
| Lyndhurst | Once known as Euclidville. The name was changed after 1917 to stop the confusion which the mail carriers experienced with two very similar names. A contest was held and a teenage boy won, naming it after a town in NY. |
| Richmond Heights | For a short time after ceceeding from Euclid Township it was known as Clarabell. |

MAYORS OF THE VILLAGE AND CITY OF EUCLID

| | |
|------------------------------|-----------|
| Henry S. Pickands | 1903-1908 |
| Louis Harms | 1908-1914 |
| Ralph Fuller | 1914-1916 |
| Colonel Daniel H. Pond | 1916-1921 |
| General Charles X. Zimmerman | 1921-1926 |
| Charles Ely | 1927-1937 |
| Kenneth J. Sims | 1937-1970 |
| Harry Knuth | 1970-1975 |
| Anthony Sustarsic | 1975-1979 |
| Anthony J. Giunta | 1980-1987 |
| David M. Lynch | 1988-1995 |
| Paul Oyaski | 1996- |



EUCLID, OHIO, SOLDIERS IN THE CIVIL WAR

Henry S. DeVoe, Company D, 103rd Ohio Volunteer Infantry
Lewis S. Dille, Company E, 103rd Ohio Volunteer Infantry
Otis Eddy, Company A, 103rd Ohio Volunteer Infantry
Ferdinand G. Farr, Company D, 103rd Ohio Volunteer Infantry
Henry M. Frissell, Company D, 103rd Ohio Volunteer Infantry...
Dennison C. Hanchette, Company D, 23rd Infantry
Harry E. Hazen, Company A, 23rd Infantry
Casper A. Hendershott, Company A, Battery D, First Light Artillery
Frederic k G. Horne, Company D, 103rd Ohio Volunteer Infantry
Almon Lowden, Company I, 177th Infantry
Ira Lowden, Jr., Corporal
James P. McIlrath, Staff, 23rd Infantry
Philip C. McIlrath, Company A, 23rd Infantry
Henry S. Pickands, Company E, 1st Infantry
Henry S. Wenbam, Company A, 23rd Infantry

Presidents of the Euclid Historical Society

| | |
|-------------------------|-------------|
| Dr. Leonard B. Voorhees | 1959 - 1965 |
| Winifred Hodges | 1965 - 1975 |
| Geraldine DeVoe | 1975 - 1988 |
| Roy Larick | 1988 - 1991 |
| Brian Gregor | 1991 - 1998 |
| Florence Humphrey | 1998 - 1999 |
| Alice Lundskow | 1999 - 2000 |
| John Williams | 2000 - |

SLOT MACHINES

Slots made their first appearance in Euclid about 1934 when a few 5 cent machines were placed in strategic places. By 1937 there were more than 100 of the machines. Another strange aspect of this illicit gambling device was that the city and police department were very careful to keep any other form of crime out of the city. There are some who justified the slots as a means of counteracting the effects of the depression. It was a way for the local merchants to survive those hard times and was the lesser of the many evils then prevalent in many other cities.

A great deal of space was taken up in the newspapers about the slot machines in Euclid. The year was 1937 and Cleveland Press reporter Robert Clifford made a detailed account of where the slots were and who owned them, yet when this information appeared in print, nothing seems to have been done about it, they continued to operate as if no law banning them existed;.

Mr. Clifford pointed out that no slots were placed in any establishment without the consent of some city official in the government of Euclid or the police department. Yet not one official or police officer had anything to say about the matter. The slots pulled in more than a million dollars a year and of that amount, about \$650,000 was profit. It is contrary to most peoples belief that the store owner received profit. It was the racketeer owners of the slots who received the bulk of the money and were getting rich off the slots. When asked about this rampant gambling, Mayor Charles Ely claimed his innocence of any wrong doing and simply showed an indifference to questions and accusations. Yet, when Clifford played the slots at a certain location, the person next to him playing, was a Euclid policeman, out of uniform.

The hue and cry from many of Euclid's citizens about relatives, friends and neighbors gambling away their entire pay check, fell on deaf ears. What was especially bad to many of the honest citizens of Euclid was that many of the slots were in stores that were only a few feet from a school or church. These citizens believed that this disregard of the law was ruining the reputation of the city and forcing incoming prospective home buyers to look elsewhere for a home.

No one person can be blamed for the rather sordid few years in our city's history. However, there were quite a few who received money, not always claimed on the Income tax. In 1933, Mayor Ely was unable to pay all of his real estate taxes, although he eventually did. Yet, four years later he had purchased more than \$52,000 worth of real estate, all on a salary of \$6,000 per year. As the election of 1937 came closer and closer, the IRS and other federal agencies began to investigate Mayor Ely's account, and those of other public officials, and friends of the Mayor.

In the 1937 election Mayor Ely was to have some very stiff competition for mayor, even though he had served 12 years and had brought the city out of its rural air to that of a prosperous and growing city. The man chosen to run against him was a young lawyer by the name of Ken Sims and Sims ran on a platform of cleaning up the slots and any other corruption which had been going on in the city. The November election proved him to be the man for the job.

Library

Before 1925, the Village of Euclid had no public library. In that year, the Cuyahoga County Library system established a public library at Shore High School. From 1928, and for a number of years after, Florence Stein and Mrs. P.S. Crampton were the librarians. Across town at Central High School, and in the same year of 1925, the Cleveland Public Library system opened a library at that location. Mrs. E. M. King was the librarian. It should also be noted that both libraries were open only when the PTA or Mother's Club met.

In 1931, during the mayoral term of Charles Ely, Euclid became an incorporated city. In 1935, the Euclid Public Library was established and became independent of the Cleveland and County system. However, from 1935 until 1957, the Euclid Library system existed only in three branches: Euclid High School and the two Junior High Schools. Thus the library system at that time was under the direct control of the Euclid Board of Education.

The Cleveland Press had an article on May 19, 1950, that a new Euclid Public Library would have its grand opening ceremonies that evening. But it also mentions that this library was leased to the County Library Board and as such was not the independent Euclid Public Library. In 1962, the Euclid-Richmond Branch of the Cuyahoga County Library system was opened at 26155 Euclid Avenue. Through the efforts of the Euclid Board of Education and the Euclid Library Board of Trustees, a new, and independent library was built and opened in 1957. Eight years later it was found necessary to expand the present facility, next to old city hall, and work was completed in 1966 which nearly doubled the existing capacity. After a number of years it was again expanded to some 45,000 square feet and this addition was completed in 1985.

In 1997-1998, a new renovation was done to add 12,000 more square feet and to modernize much of the interior. A clock tower was added and a spine roof built for added light. The children's room was greatly enlarged and the computer area expanded and updated.



Plane Crash

In the spring of 1940, Europe was already engaged in war. Fearing that the United States might be drawn into this conflict, the military devised a number of plans to protect the most important cities, this included cities with a strong industrial base like Cleveland. As a result of this policy, the Army Air Corps decided to have a display of the proficiency of its fighter power. Two bombers and 18 Seversky P-35A's pursuit planes left Selfridge Air Field in Michigan early on the morning of April 3, 1940. The bombers were to bomb the industrial complexes in Cleveland while the fighters were to try and shoot them down. It was to be a demonstration to Cleveland and others of the proficiency of the Army Air Corps. Added to this was a recruiting drive for pilots.

At 9:50 AM, the bombers made their run over the city, but before they could release their bombs, the 17th Pursuit Squadron theoretically shot the bombers down. The planes were supposed to remain in the air some 40 minutes, but the weather was turning bad and so it was decided to land at Cleveland Airport and then head back to Selfridge Field. However, the weather front, with fog and strong winds, moved into the area sooner than expected.

All 18 of the pursuit planes took off from Cleveland Airport to try and return to Selfridge Field. But the weather was closing in rapidly and the squadron leader decided to break the squadron into smaller units to make the flight home. Seven planes landed at McKinley field in Canton and four made it to a field in Minerva. One of this group overshot the field and landed in a farmers pasture about a mile north, safely. Six planes, including Lieutenant J. W. Phelps, headed north-east to go around the weather, but the fog was so dense they had no idea how high they were or in what direction they were flying. Later investigation into the accident showed tree branch scratches on the underside of some of the other five planes and it was concluded that Lt. Phelps struck the top of a tree since he was a bit lower than the others. Once he had struck one tree it caused him to hit another with even greater force and his plane then crashed with a powerful impact, bursting into flames. Neighbors rushed to the scene and dragged Lt. Phelps from the plane but he was already dead.

The plane struck with such force that the motor was torn lose and landed on the porch at 25 East 194th Street. The machine gun, also torn lose, drove itself into the porch roof just a few feet from the bedroom where the seven month old Nancy Claire was sleeping.

It was concluded that Lt. Phelps had become separated from the other planes since neighbors said they heard only one aircraft at the time of the crash. Why he was flying so low may never be known, perhaps he had become dis-oriented in the fog. Lt. Phelps received a military funeral in his home town in Pennsylvania and was buried in Arlington National Cemetery in Washington, D. C.

Collinwood Fire

In the story of any city it is sometimes imperative to venture outside the legal limits of that community to bring to light something which affects the people in that community. So it is with the Lakeview Elementary School fire on March 4, 1908 when 172 children, two teachers and one rescuer met their death.

It was Ash Wednesday when some 300 children, eight teachers and the janitor made their way to Lakeview Elementary school on Collamer Avenue (now East 152nd Street). The school day began as an ordinary day, but as a young girl made her way to the washrooms in the basement, about 9:30 AM, she saw smoke and hurried to tell the janitor, Fritz Hirter. Fritz hurried to the first floor and sounded the fire alarm. Teachers and pupils were a bit confused about this since they had just had a fire alarm drill the day before, plus the fact the building was only eight years old and considered fairly safe. Standard procedure for exiting the building was that the four classrooms on the first floor were to exit by the front door, students on the second floor would exit the back door and the third floor students would wait their turn and use which ever exit was clearest or the fire escape. (Which many did).

It was a standard plan and would have worked but for the fact that the fire broke through the floor near the front doors. Many of the children made it out, but when the fire broke through floor, the children panicked. Those who were supposed to go out the front door, now blocked with fire, turned and headed for the back door only to meet those students coming down from the second floor. Many of the children did make it out the back door before one of them stumbled causing the rest of the children to pile up at the door. There were two sets of doors, with a vestibule in between and both sets of doors swung outwards as the law required, but the interior door on the left had been bolted shut at the top and none of the students could reach it, leaving only the right hand door to pass through. Both outer doors were open and this allowed a number of children to leave. But it was the inner doors where nearly all of the students who perished were later found.

The next blunder in this disaster was the lack of a pair of horses to pull the fire wagon, the fire department having loaned them to the city to pull a scraper to fix the ruts in the road. As word spread of the fire, the New York Central Railroad loaned the city its fire equipment and horses, but it was nearly 15 to 20 minutes before they arrived on the scene. Even though it was fairly cold, the streets, unpaved, were beginning to thaw and turn to mud making progress to the scene that much more difficult. When the equipment reached the scene it was found that none of their ladders were long enough to reach very high and that the pumper was not strong enough to pump water three floors high. Another problem was that, although the exterior of the building was made of brick and only eight years old, the entire interior of the building was made of wood and this burned, fast and furious. As the parents arrived on the scene, they could hear the blood chilling screams of the entrapped children inside, but the heat and intensity of the flames didn't allow parents to get too close. Then, suddenly, without warning, the wooden floors collapsed and all that could be heard for that one moment in history, was the low and constant moaning of the parents as they watched their children die.

Collinwood Fire

A gray haired man dropped to his knees in the mud and raised his hands to heaven. As more and more mothers and fathers came to the scene, they saw this old man praying and one after another of the parents fell to their knees and prayed for their children.

The following is taken from an article in the News-Herald, Sunday, September 13, 1992 and written by Craig Webb, one of the News-Herald's staff writers. It concerns the recollections of Marie Pengel, age 91 at the time of the article, who remembers very well what happened to her during the fire. (Single (') from the article, (") from Marie.)

'With flames and smoke already eating away at the front exit, many of the children made a mad dash to the rear door, already crowded with students from the second floor.

"All these older children in the halls started piling on top of us, it was terrible," Marie recalls."

'Since the rear doors were located beyond a vestibule, many of the children became stuck in the first set of double doors.'

"The back door wasn't locked, but all the kids started piling on top of each other so we couldn't get out," Marie said. "It's very hard to understand what happened."

'With the yelling and screaming rising, Marie said many of the children became insane with fear.'

"Some of the children in the front wanted to go back inside to get their coats," she said. "Some of them went back, and they were running on top of us."

'As the flames quickly spread through the school's wooden interior, news of the mounting tragedy spread through the quiet Collinwood neighborhood.

'Frantic mothers made it to the school first, only to find a chaotic scene of death and destruction.

'With the front door blocked by flames, the children's only hope was the back door.

'Clogged with the faces of scared children piled atop one another, rescuers tried to pluck youths from the rising pile.'

"I tried to get as close to the door as I could, but the children kept piling on top of me," Marie said. "They just threw us smaller kids down, we kept yelling 'don't go on top of me, don't go on top of me'"

'With the pile growing larger with each passing second, Marie was beginning to find it difficult to breathe.'

"I was on the bottom and I had my hands out so I could be pulled out," she said. : Then some man from outside came along and pulled me out. I cried and yelled and everything, I was all burned and cut on my arms from the glass that was breaking because of the heat."

'Carrying her to safety, the man, whom Marie never met again, went back to the arduous job of saving children.'

Collinwood Fire

“I saw all these ambulances, and the parents were all yelling,” she said. “I was so scared, but then I saw my mother there with a cape to cover me up because I forgot and left my coat inside.”

‘Amid the smoke and confusion, the little 8-year old began to cry.

‘Marie had left her new coat in the burning school.’

“My coat burned in there, and I was so worried about it,” she said. “When I saw my mother, I told her my coat had burned up. But she told me not to worry about it. The important thing, she said, was that I got out of there alive.”

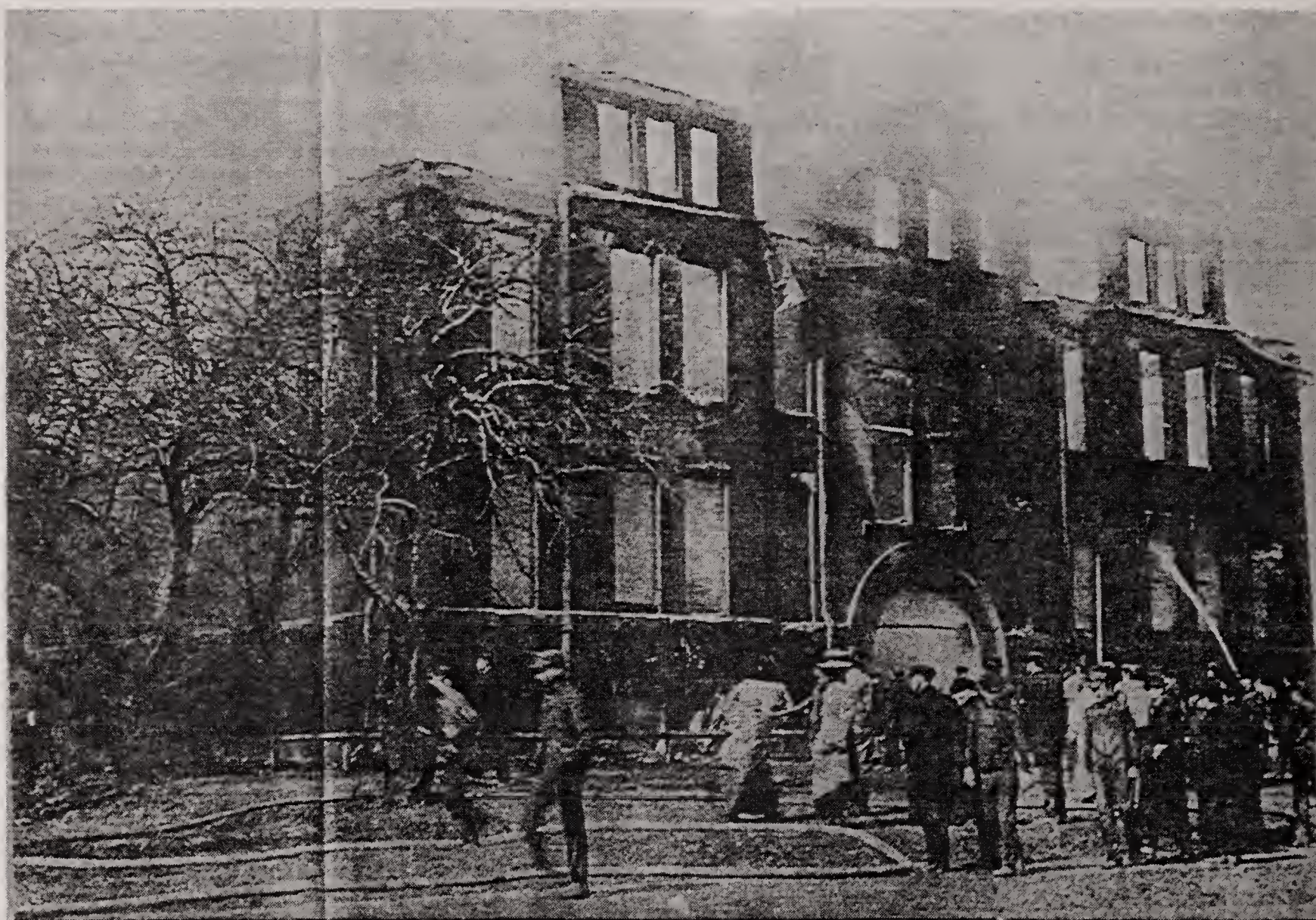
‘Within an hour all that remained of the 8-year-old school were the blackened outer walls.’

“My mother took me away because I was so frightened. The ambulances just kept taking all these children out,” she said.

‘Of the 172 students and two teachers killed, most were found in the very doorway from which Marie struggled to escape.’

One of the rescuers, who suffered major burns, died a short time later.

The ambulances took the bodies of the children to a temporary morgue at the Lake Shore Shops of the railroad warehouse in Collinwood. Bodies of each tiny child was laid in a row and when each child had been laid out, parents, ten at a time were allowed in to see if they could identify their precious little one. A dress, a sweater or some trinket was all that was needed. The parents would nod and a white sheet reverently laid on the body. Many parents fainted, some screamed, but most simply cried. Some families lost two and three children in the fire and more than 160 families lost one and those families covered all of Collinwood and much of the surrounding area. It was sad day for mankind and will never be forgotten, or shouldn't be.



Inconsolable parents and relatives mobbed the Lakeview Elementary School site soon after the fire reduced the school to a skeletal frame. In the worst school fire in the history, 172 students, two teachers and a resident, who tried to rescue the trapped children, perished.

Wreckage of U. S. Army Pursuit Plane in Euclid



Photo by Dudley Brunbach

G. P. GRIFFITH DISASTER

The passenger steamer, G. P. Griffith was designed by David R. Stebbins of Maumee, Ohio in 1847. Her Captain was Charles Roby and along with Stebbins and a few others, held a part interest in the ship. Two major disasters among passenger steamers had occurred only a few years earlier, both caused by the smoke stacks, (or so it was supposed), getting so hot they burned the decks which had been built right up next to them. Stebbins design was to leave space around the stacks so they wouldn't touch the wood of the deck. Now convinced that they had the safest ship on the lakes, Roby began his first few runs on the lake with cargo only. But carrying passengers was a much better paying enterprise and the Griffith and Roby soon entered into that work. Most of the runs which the Griffith made were between Buffalo and Toledo, with only an occasional run to Chicago.

The easiest way for the new immigrants to make their way west was to come to the port of New York, make their way to Buffalo and then take a steamer to Toledo and all points west. There were thousands of immigrants who needed the fastest means of reaching their destination in the west and that would have been a two day ride on the steamer to Toledo. As the number of people needing a ride west increased, more and more steamers were put into service. Some were brand new, some not so new, and some merely pieces of junk that their Captains thought could make one more journey for the fantastic amount of money involved in carrying passengers some 300 miles. But as the number of ships were increased, so did the number of accidents. Boilers exploded when Captains pushed their ships too hard. Ships caught on fire from the boiler stack being too close to wood. Some were caught and capsized in storms and others were simply unsafe to begin with. 1850 saw the loss of 46 ships and more than 500 human lives.

On Sunday morning, June 16, 1850, the Griffith took on 256 passengers in steerage, 45 more passengers who had cabins, and a crew of about 30. Because many of these people had just recently arrived in the states and were unfamiliar with the language and customs, they carried the universal currency, gold. They would sew the gold coins into mama's petticoat or in papa's coat lining or in a money belt strapped around their middle. Standard procedure for most of these passenger steamers was to leave Buffalo early in the morning, make stops at Erie, Cleveland, Vermillion, or where-ever their were passengers to let off or take on, and then arrive in Toledo the next evening. Wait until the next morning, take on passengers at Toledo and points along the way and make their way back to Buffalo.

After leaving Buffalo that Sunday morning, the first stop that the Griffith made was at Erie, Pennsylvania where they took on a few passengers headed for Cleveland. Then it was on to Fairport Harbor, arriving there about 2:30 AM. Captain Roby took this opportunity to oil the engines, but apparently failed to check on how hot the stacks were getting. They then left Fairport and began the trip to Cleveland. About 3:20 AM one of the crew discovered a fire which was believed to have begun in the cargo hold. For the next few hours the crew fought the blaze in vain and it was only after they could not put the fire out that the passengers were finally told about the fire. However, by that time the ship was fairly well involved in the fire.

Captain Roby now ordered the Griffith to be turned towards the shore line and to make as fast a run towards the shore as possible. It was his contention that they would run up on the beach long before disaster struck. But with the throttle full open, the fire was now forced towards the back of the ship and the passengers moved forward. At the same time, the

boiler failed and the ship lost all driving power. Momentum carried her forward, towards the beach, but she soon hit a sand bar at seven and a half feet and stopped, the flames now engulfing the entire ship. The Griffith had stopped about 220 yards from the beach.

Panic now set in, the ship was nearly completely engulfed in flames and the only way people thought they could survive was to go overboard. But they forgot the weight of the gold coins and even in only seven and a half feet of water, the weight of the coins kept them pinned to the bottom and they quickly drowned. There was also panic in the water as people grabbed at anything afloat, only for both to soon perish. Bodies began to wash up on the shore and the beach was soon littered with masses of dead and a few of the survivors. A huge ditch needed to be dug to bury the dead.

About this time, a five year old boy was brought ashore and quickly revived, Johnny Rhodes. He identified the bodies of his sister and father, then near the end of the row of the dead he identified his mother and told the rescuers that his mother had \$500 in gold coins sewn in the hem of her petticoat. As news of this spread, the lowest form of human life now began to appear. They dug up people and tore them and their clothes apart looking for stashes of gold coins. Many of these vultures did find gold coins and then reburied the bodies, claiming the gold coins were payment for a decent Christian burial.

The Griffith disaster took place about opposite the Willowick police station on Lake Shore Boulevard. A monument has recently been erected opposite the site of the fire as a memorial to the 287 people who died that morning of June 17, 1850.

Investigation into the cause revealed it may have been an illegal cargo of friction matches. A stray spark from the boiler or the constant shifting of the crates may have caused the matches to rub against each other and finally to ignite. When the remains of the ship were finally salvaged, sulphur was found imbedded in the few pieces of wood left from the cargo area, a clear-cut sign that a huge number of matches (containing sulphur) were on board, illegally.

Of the original number of 331 people taken on board, including the crew, 287 died. Most of them by drowning and just within sight of the beach. The G.P. Griffith was a disaster of major proportions. However, Lake Erie has not always claimed lives when ships have been sunk. The Zack Chandler, a coal carrier, ran aground just north of East 260th Street on October 3, 1887 during a storm. The Chandler had 12 men on board and they had to stay on board all that night, the waters were simply too treacherous to try and make it to the beach. By noon on October 4, all 12 men had been safely taken off and most returned to duty within a few weeks. (From an article by Roy Larick II)

From an article appearing in the Cleveland Plain Dealer, Sunday, September 14, 1997.

Camp Wise

The turn of the century saw an increase in the number of people arriving in the United States and in Cleveland. Among the numerous immigrants was a large proportion of Jews from all over Europe. But as more and more people came into the city, housing became difficult to find and lower than average houses and apartments had to be used. About the beginning of the 1900's an idea was brought up, which would get some of the children and mothers out of the city and into some nice, clean air, at least for a few weeks anyway, they were called fresh air camps. Educators and socially prominent service organizations thought this was an excellent idea and could only be beneficial, both to the children and to the mothers.

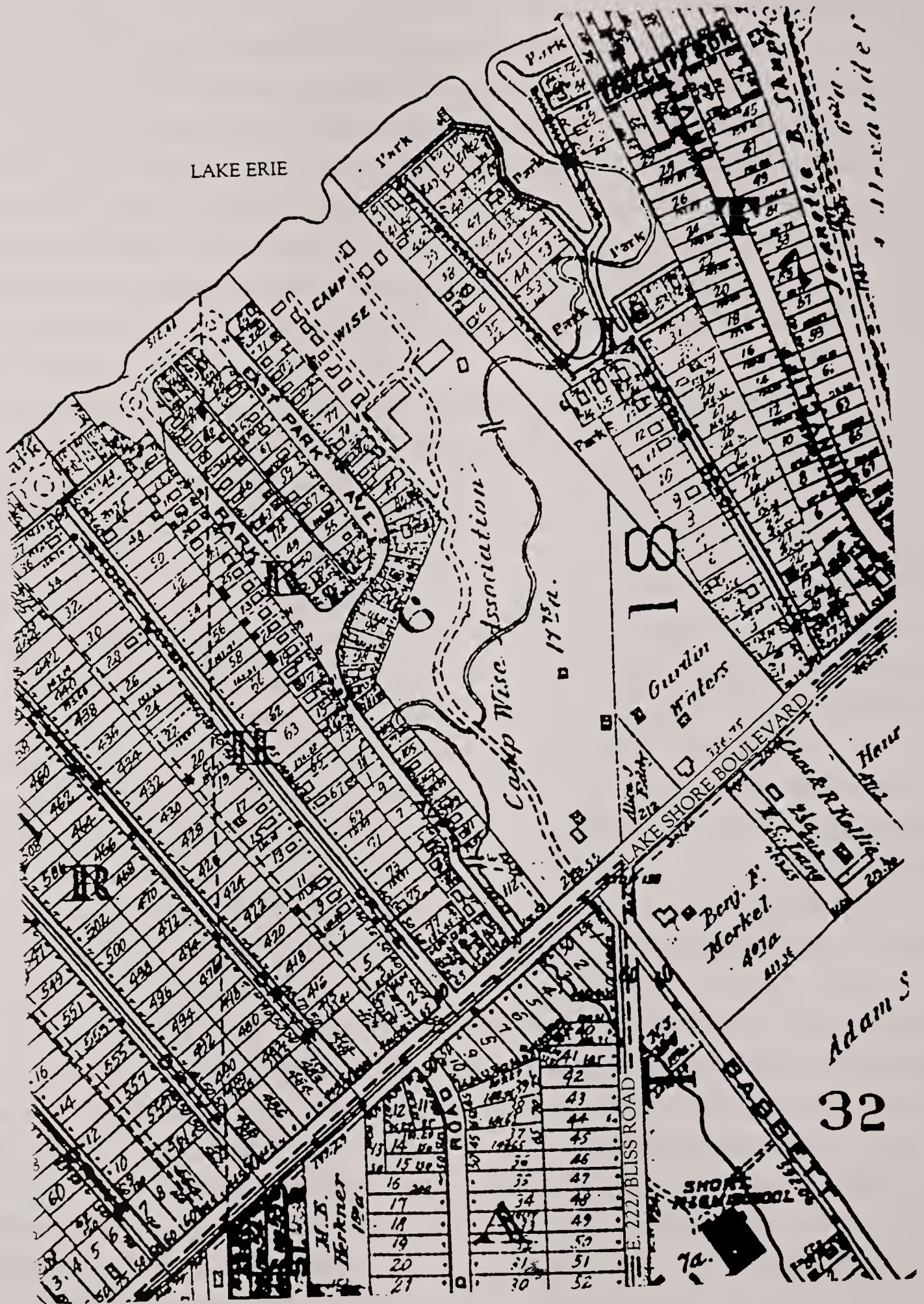
Early in 1907 Mr. Eugene Geismer, on behalf of the Cleveland Jewish Community, talked to Mr. Samuel Wise about a piece of property which he owned at the Interurban Stop number 133 in the Village of Euclid. This was at East 222nd Street, north of Lake Shore Boulevard and all the way to Lake Erie. Mr. Geismer wanted to know if the Jewish community could use his property for a camp for children and mothers. Mr. Wise said yes and that summer about 100 boys and girls went to this new fresh air camp in the suburb of Euclid. On October 9, 1907, the Camp Wise Association was formally incorporated. A month later, in November of 1907, Mr. Wise donated the land to the Association as long as they promised to keep it as a fresh air camp for Jewish children and mothers.

Procedure for the camp was to accept 25 boys and 25 girls from the Jewish Council Educational Alliance and to have them spend two weeks at the camp. The first summer, 1907, saw about 100 boys and girls attend camp and the numbers rose as the number of weeks increased.

It is difficult to know if any of my readers ever attended any summer camp, like the Boy Scouts, the Girl Scouts or the YMCA. But as a young person, about 10 or 11 years old, being away from home for the first time in your life can be a traumatic experience. However, the leaders and counselors at Camp Wise and other camps are usually selected for their love of children and for their compassion in trying times. So once the shock was over, most of the children really had a great time and always looked forward to returning the next year.

Over the period of the next few years, cabins were built and trails for hiking laid out. By 1910 or so, Camp Wise was a fully functional and operational fresh air camp.

After WWI the population of Euclid began to expand and Camp Wise was no longer considered out in the country. The Jewish Alliance then began to seek another camp site, out in the country, and found an excellent piece of land in Painesville. It took some time to prepare the new camp and Euclid's Camp Wise did not officially close until August 21, 1923.



Camp Wise, first site (1923), Euclid, Ohio, Cuyahoga County.
 M. Hopkins Plat Book, 1920. (C)
 Note: The road to the east of the camp, then called Bliss Rd., is now E. 222d St.

Reminiscence

Dr. Leonard Vorhees, Director of Pupil Personnel for the Euclid School Board, was a native of the City of Euclid all his life. He was also the first President of the Euclid Historical Society. During his tenure as President, he wrote a number of articles, remembering how things were in Euclid before it became an industrial community. This is one of those reminiscences: A STORM TO REMEMBER. Sunday, November 9, 1913.

Among the many earthbound disasters that have brought man to realize the awesome power of nature, are the earthquakes, torrential rains, tornados and raging wind-storms on the waterways of our land. Some of these tragic eruptions left death and destruction in their wake, clearly showing that human efforts were stymied and virtually ineffective. Such a storm occurred on Sunday, November 9, 1913 and engulfed the Great Lakes environs and wrought havoc on many lake-front communities, including Euclid Township and Lake County in Northern Ohio. For many miles inland and extending both east and west, these areas suffered from wet, heavy snow that stalled all transportation, including railroad trains.

It began as a drizzling rain in mid-afternoon, turning to sleet and clinging snow by nightfall. At near ten o'clock that evening the ice covered and over weighted telephone lines and poles snapped at ground level and literally dumped the cross-arms, wires and poles across roads and into farm fields, damaging hundreds of acres of grapes along the main roads.

I was at a friend's house about a half mile from home and it was necessary to walk that distance around and across the downed wires which were flashing spasmodically from the high-tension electro power lines. Crawling across a downed pole was risky but no more so than having to drop fifteen feet into the creek below. Fortunately, I landed on an unseen gravel bar and was uninjured. To follow the creek-bed home was relatively simple except for walking the icy stream to our farm. That half-mile experience caused a sort of nightmare for several days. It was something that one could scarcely believe had happened.

The storm continued unabated for the next three days. Railroad trains were unable to plow thru the high drifts of wet snow. Horses were stranded in the streets, blanketed against the wind while the drivers attempted to keep the wet snow away from their feet and legs. Schools were closed for the week and doctors were forced to make emergency calls on horseback. It took two days to break a path from our barn to the drinking trough so that the livestock could have water. Wildlife was literally marooned in their under-snow burrows and all but a few squirrels huddled into the snow houses they had backed into. This was especially true of rabbits. Birds were not to be seen except for a few owls and those who sought refuge in barns where a board had blown off affording an opening.

The wind was blowing a gale out of the north and the blizzard that rode its wake gave no quarter to fences, trees or weakened buildings. A horse drawn snow-plow was useless and only back breaking shoveling would clear a path. However, in three days the peak of the storm was over but the havoc it wrought was just beginning to be communicated to the people to make them realize what had transpired. Many boats were making their last trip down from the mines loaded with ore. They became the victims of thirty-five foot waves, particularly in Lake Huron. The riggings were soon ice coated and the boats just "walled" from trough to crest as the crushing waves took their toll of men and vessels. About 235 sailors lost their lives and over 40 boats slipped to an unmarked grave in the frigid depths or were wrecked on rocky shores. It was, without doubt, the worst tragedy that ever befell shipping on the Great Lakes.

Many odd stories grew out of the tragic circumstances and some seemed unbelievable. In one authenticated instance, John Thompson of Hamilton, Canada, was reported lost with the sinking of the boat, James Curruthers. A body that washed ashore was identified as John Thompson by the young man's father - even to initials "J.T." tattooed on his arm and a well remembered scar. However, John Thompson was alive. He read of his death in a Toronto paper and hurried home to find a coffin in the family parlor awaiting his body and the funeral to follow. A few such stories were somehow verified, although the depths of Lake Huron has held her many secrets for these many years. Sailors from one vessel were washed ashore wearing life-jackets from another ship and positively identified from clothing and other personal articles.

The tragedy of the storm which began on November 9, 1913, will live long in the minds of those who experienced its power and in the pages of records that make up the tragedies and losses on our Great Lakes. It was a day when the unleashed power of nature showed man how feeble and helpless he really was, despite the technical progress of generations. Today, the changes and advances that man has devised are still far below the power needed to calm the waves and quell the devastating fury of nature at its worst. It makes a person think and wonder about the constant struggle that continues in the depths of the earth and what may evolve in the future. As the years unfold we more fully realize that man is but a mite in the face of the awesome might of nature and as we advance in age, we realize ever anew that ours is a privileged life in a country where freedom is the key to our salvation whatever betides us from the power of nature.

Reminiscence

By Bill Lamm

Bill lived in an apartment right at Chardon Road and Euclid Avenue. He graduated from Euclid Central High School in 1941 and had a remarkable memory for the history of the area.

In about 1930, as one passed North on Chardon Road and came near the Nickel Plate Railroad, he saw Chandler Products Co. and Ajax Manufacturing Co. On the right (east), and on the other side (west) stood Gibbs Paint and next to it, The Teachout Co., manufacturers of window sashes and all kinds of special millwork. Continuing north and crossing the Nickel Plate, to the west one could see the Martin-Barriss Lumber Co. who used a pond caused by the damming of Euclid Creek to store the logs to be sawn. At one time, the pond furnished the waterpower to operate the mill. This is the present site of the Nottingham Water Treatment plant. On the east side of Chardon Road were located Euclid Road Machinery and Euclid Crane and Hoist, both owned by the Armingtons. There was a sign on the roof, "The Armington Engineering Co."

Then came Euclid Electric and Mfg., Co.. They made switches and other electrical items. My dad worked there for a while, until his death. Charles Ettenger and Leonard Evans worked there (as big shots, we kids thought). Mr. Evans was on the Euclid School Board at one time. He had a daughter, name unknown to me. Mr. Ettenger had two boys, Gilbert and Billy: two girls, Sara and Aleen (or Aileen).

But wait: down between Ajax and the railroad, but away in the back was Goff Kirby Co. whose horses and wagons clattered south loaded with coal and later came back empty. Later they were replaced with Mack trucks with hard rubber tires. They rumbled along, the chain drives to the rear wheels growling. An old-timer, Frank (Pat) Coe, drove a horse and wagon for Goff Kirby. He was the brother of Myrtle Coe, who owned the little house just across North Street, near the Historical Society Museum.

Martin-Barries' lumber trucks, and Teachout's trucks, too, rattled our windows as they passed by, as did a neighbor in his old Chevy car. He had a habit of "getting loaded" and driving up and down the busy thoroughfare that was Chardon Road.. He showed no partiality as he veered from side to side until he disappeared onto Euclid Avenue. Fortunately, it was less-heavily traveled then (well, he wasn't a factory but he did smell like a distillery).

Young Men's Christian Association

The Young Men's Christian Association in Euclid was founded in 1950 under the sponsorship of the Exchange Club of Euclid. The Euclid YMCA is one of a number of branches of the Cleveland YMCA. For the first few years, the YMCA met in a rented building and the Mr. Frank Mavec, a prominent Euclid builder, donated about six acres of land on Babbitt Road. Donations were accepted until enough money was raised to build the present building at 631 Babbitt Road. By December of 1956 the building had been completed and has operated at the same site for nearly half a century.

The purpose of the WMCA is to offer programs to young men, ages 6 to 18, to develop their Christian character in a Christian society. There are a number of groups one may become a part of, including Indian Guide, Gra-Y, and Hi-Y. Most branches offer a summer camping program, physical education classes, swimming and even industrial management groups which are designed to meet the needs of the growing number of leisure hours of its citizens.

The Young Women's Christian Association is geared to the young women of the community and offers many of the same types of programs the young men are involved in. This includes summer camps and a swimming pool, plus other clubs and classes designed to enhance varying skills and to prepare the young lady for adulthood as a member of the Christian community.



Statistical Analysis for 1995

| | |
|-----------------------|---|
| Government | Charter - Mayor - Council. Incorporated as a city on January 1, 1931 |
| Population | 54,875 |
| Area | 10.3 square miles - 6,592 acres - 1404 acres in industry |
| Assessed Valuation | \$774,000,000 |
| Banks | 11 banks and savings and loans with 18 branches |
| Churches | 26 representing 13 denominations, 4 non-denominational, 1 Buddhist Temple |
| Building permits | 923 issued, value - \$11,469,358 |
| Dwelling Units | 26,825 total |
| Industry | 150 establishments. Manufactured products are: machines, aerospace, automotive parts, electrical, welding equipment and small machine shops. |
| Newspapers | 1 Weekly and 2 Dailies |
| Railroads | Conrail, Norfolk and Southern |
| Bus Lines | Regional Transit Authority |
| Highways | U.S. Rt. 6, State Rts. 2 - 175- and 283. Interstate 90. |
| Hospitals | Meridia Euclid Hospital |
| Education | 8 Public Schools. 1 High School, 2 Junior HS. 6 Elementary Schools. Enrollment - 6,068; 391 teachers. 6 Parochial elementary schools - 1980 students. High Schools - 575 students. |
| Libraries | 1 Library. 150,000 volumes. 18,500 audio visual aids |
| Recreation facilities | Memorial Park, 52 acres. Includes picnic area, batting cage, children's playground, pool and enclosed ice arena. 18 playgrounds, 254 acres, 31 tennis courts, 9 basketball courts, 19 baseball diamonds - 5 lighted, 7 soccer fields Swimming pools, 8 Golf Course, 1 regulation 18 hole golf course, 126 acres, 6274 yards, par 70, 39 sand traps, 6 lakes, 2 practice greens, 1 lighted driving range, Gas carts, pro shop, snack bar. Pavilion. |
| Infrastructure | 143.065 miles of streets. 262.38 miles of sewers; 139.65 miles of water mains |
| Fire Department | 4 Stations, 87 firemen, 19 pieces of equipment |
| Police Department | 1 station, 98 policemen, 55 vehicles, 30 school guards, 36 auxiliary. |
| Public Meetings | City Council meets 1 st and 3 rd Mondays, 7:00 PM Zoning Board meets 3 rd Tuesday of each month Civil Service Commission meets 1 st and 3 rd Tuesday of each month Recreation Commission meets 4 th Tuesday of each month Architectural Review Board meets 4 th Tuesday of each month |

County Names

As the population of the Western Reserve began to rise, it was found necessary to create more counties so that local government could be closer to the people. Trumbull County was the first and only county in the Western Reserve and all others were split-offs. There were twelve counties established from Trumbull County, or parts of counties. These are placed in the order of their establishment.

- | | | |
|------------------|---|--|
| Trumbull (1800) | - | Named for Governor of Connecticut, Jonathan Trumbull when the county was formed. |
| Geauga (1805) | - | From the Indian word for "Raccoon." |
| Portage (1807) | - | Named for the Indian "Portage Path" which was seven miles in length and ran between the Cuyahoga and Tuscarawas rivers. |
| Ashtabula (1808) | - | Named for the Indian word meaning "Fish River." |
| Huron (1809) | - | The French called the local Wyandot Indian tribe "Huron." |
| Cuyahoga (1810) | - | Comes from the Indian word for "crooked" or "winding stream." |
| Medina (1812) | - | For the Arabian town from which the Prophet Mohammed fled to Mecca. |
| Lorain (1829) | - | Named for the French province of Lorraine. |
| Erie (1838) | - | Named after the Erie Indians, the name means "the nation of the cats," since there were so many species of cats in the area. |
| Lake (1840) | - | Because it is located on Lake Erie. |
| Summit (1840) | - | Had the highest land on the Ohio Canal and originally called "Portage Summit." |
| Mahoning (1846) | - | From the Indian word "lick." |

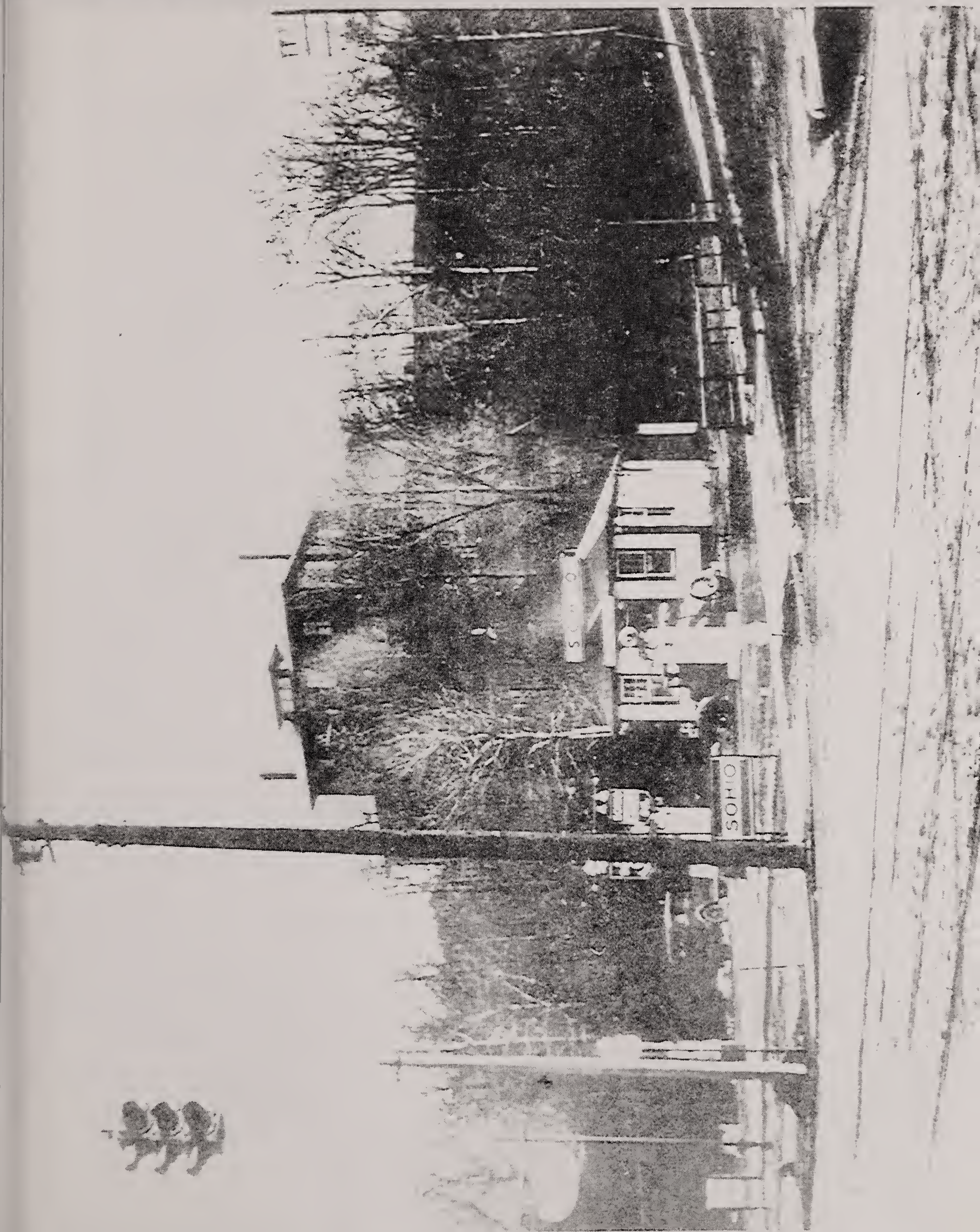
Census figures for the Township and City of Euclid

| | | |
|------|---|--|
| 1800 | - | 0 |
| 1810 | - | 115 (larger than Cleaveland at that moment) |
| 1820 | - | 606 |
| 1830 | - | 1212 ? |
| 1840 | - | 1774 |
| 1850 | - | 1447 (loss due to East Cleveland annexation in 1848) |
| 1860 | - | 1769 |
| 1870 | - | 2188 |
| 1880 | - | 2776 |
| 1890 | - | 3573 |
| 1900 | - | 3575 |
| 1910 | - | 1953 (Loss due to Township breakup) |
| 1920 | - | 3363 |
| 1930 | - | 12,751 (Influx of Industry) |
| 1940 | - | 17,866 |
| 1950 | - | 41,396 (WWII workers remain in Euclid) |
| 1960 | - | 62,933 |
| 1970 | - | 71,552 |
| 1980 | - | 59,994 (People moving East. Industry downsizing) |
| 1990 | - | 54,875 |
| 2000 | - | 52,717 |

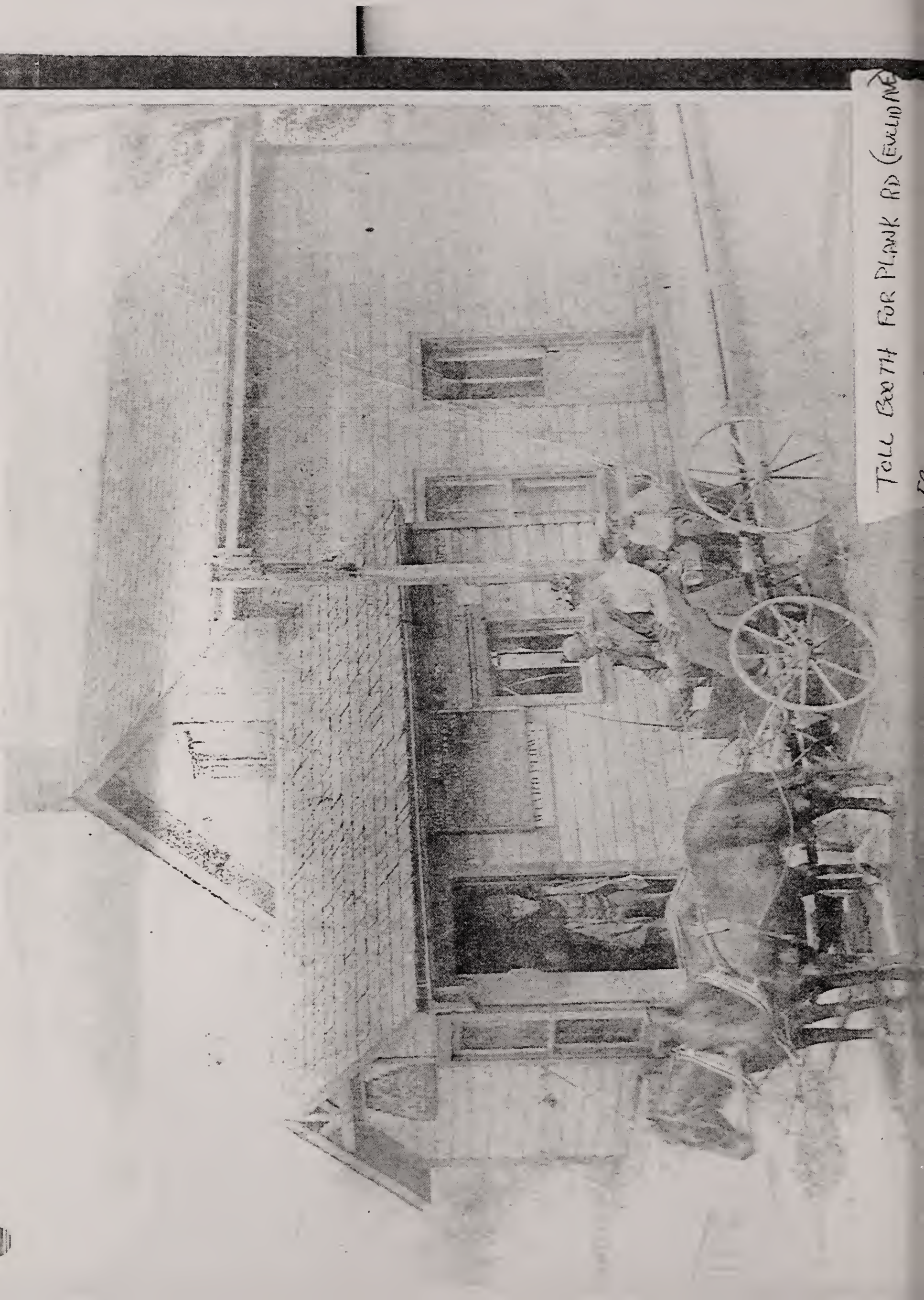


Euclid Club, Cleveland, Ohio.

3181 B-1-55



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Tell Booth for Plank Rd (Evered ME)

GOFF KIRBY COAL CO.

HAY GRAIN

BULL FEED

AGRICULTURE SUPPLIES

LUMBER

PAINTS

STAINING

INTERIOR PAINTS

SAVING

THE

CLIENT

CEILING

CEILING

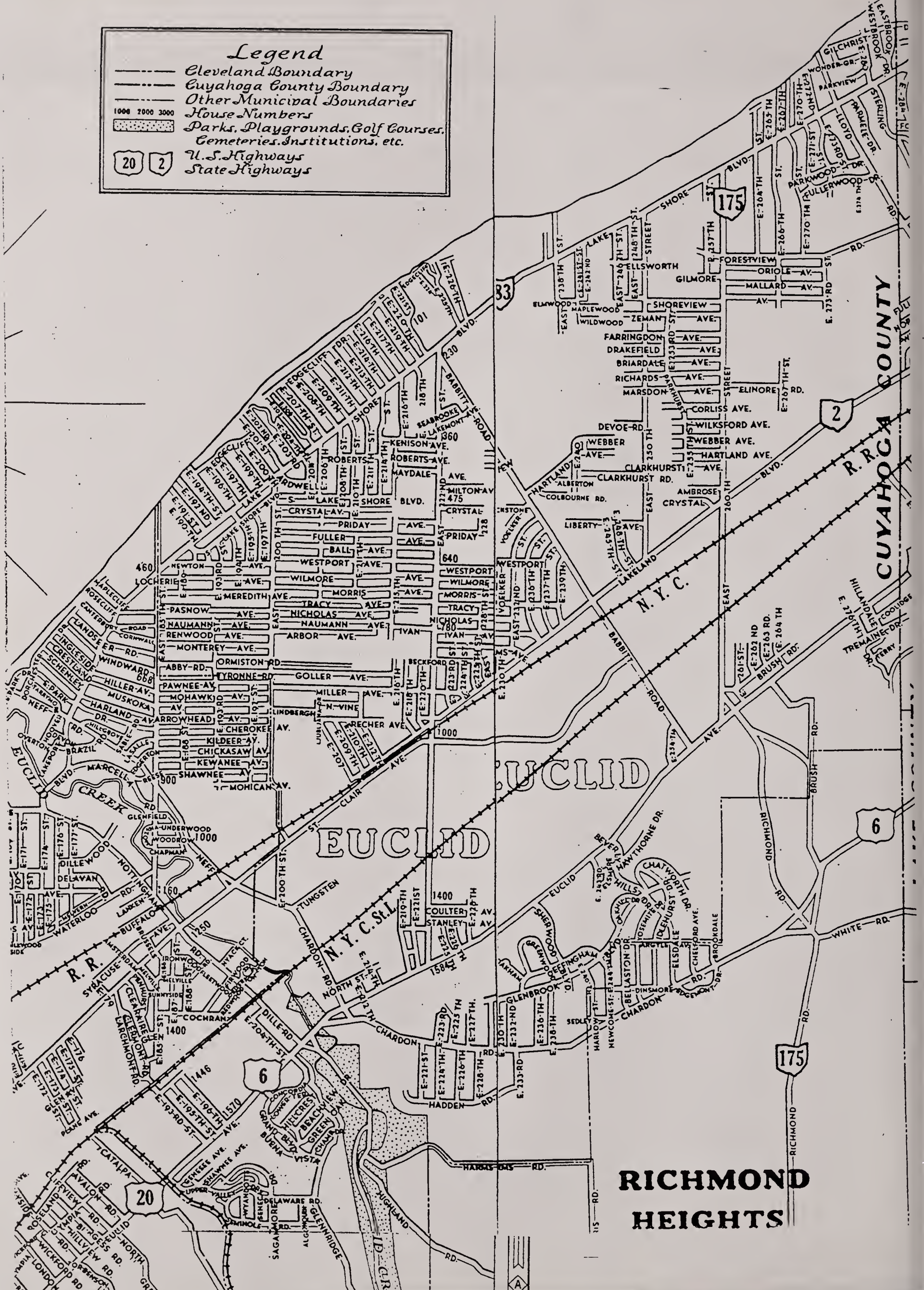
REPAIRS

WAGONS HARNESS IMPLEMENTS &



Legend

- Cleveland Boundary
- Cuyahoga County Boundary
- Other Municipal Boundaries
- 1000 2000 3000 House Numbers
- [Pattern] Parks, Playgrounds, Golf Courses, Cemeteries, Institutions, etc.
- [20] [2] U.S. Highways
- [] State Highways



**RICHMOND
HEIGHTS**

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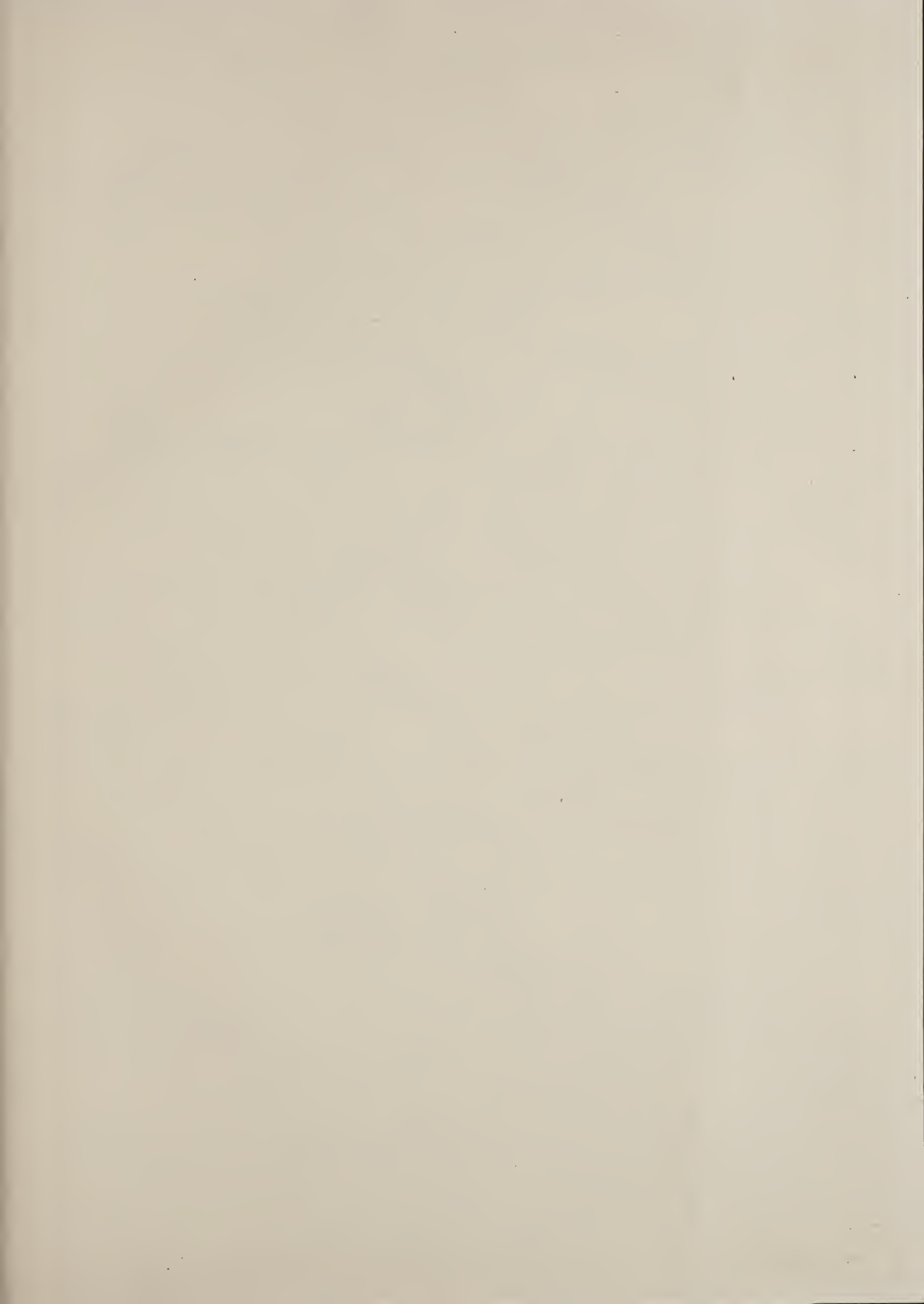
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